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TRAVELS
IN THE
UNITED STATES OF AMERICA,

IN THE YEARS
1806 & 1807, *and* 1809, 1810, & 1811;

INCLUDING
AN ACCOUNT OF PASSAGES BETWIXT AMERICA AND BRITAIN,

AND
TRAVELS

THROUGH
VARIOUS PARTS OF GREAT BRITAIN, IRELAND,

AND
UPPER CANADA.

ILLUSTRATED BY EIGHT MAPS.

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**BY JOHN MELISH.**  
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IN TWO VOLUMES.

VOL. I.

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**PHILADELPHIA,**

PRINTED FOR THE AUTHOR,

And for sale by the different Booksellers in the United States,

And by

**THOMAS & GEORGE PALMER,**

Agents for the Author.

1812.

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**DISTRICT OF PENNSYLVANIA, TO WIT:**

(L. S.) **BE IT REMEMBERED,** That on the twelfth day of October, in the thirty-seventh year of the Independence of the United States of America, A. D. 1812,

**JOHN MELISH,**  
of the said district, hath deposited in this office the title of a book, the right whereof he claims as author, in the words following, to wit:

**Travels in the United States of America, in the years 1806 & 1807, and 1809, 1810, & 1811; including an Account of Passages betwixt America and Britain, and Travels through various parts of Great Britain, Ireland, and Upper Canada. Illustrated by eight Maps. By John Melish. In two volumes.**

In conformity to the act of the Congress of the United States, intituled, "An act for the encouragement of learning, by securing the copies of maps, charts, and books, to the authors and proprietors of such copies during the times therein mentioned." And also to the act, entitled, "An act supplementary to an act, entitled, "An act for the encouragement of learning, by securing the copies of maps, charts, and books to the authors and proprietors of such copies during the times therein mentioned," and extending the benefits thereof to the arts of designing, engraving, and etching historical and other prints."

**D. CALDWELL,**  
*Clerk of the District of Pennsylvania.*





## PREFACE.

THE journal of a traveller, when judiciously compiled, presents a *living picture* of the state of the country through which he passes; while the interest that is excited by the narrative gratifies the fancy, and combines to render this at once an entertaining and instructive species of reading. Hence we find that books of travels have of late multiplied to a great extent, and are always in demand with the public. The field is inexhaustible, and must continue so while society is in a progressive state.

No country presents a more ample field for inquiry than the United States of America, and it is equally important whether we view it in regard to the inhabitants of America or of Britain. The former find themselves in possession of an immense territory, a great part of which is still unoccupied, or very thinly inhabited, so that there is room for the industry of thousands of generations, yet unborn; and, as if by the special order of



Providence, mankind are invited into the most distant regions of the country, by the advantages of soil and climate, no where exceeded in the world. Sprung from the only country, which, at the period of the settlement of America, possessed any thing like rational freedom, the principles of the *popular branch* of the British constitution came into practical operation unalloyed by the feudal system. These principles have since been matured into the full developement of the representative system, and are now consolidated and confirmed in the habits and manners of the people; conferring a degree of freedom to mankind unknown in Europe, and securing to industry the reward of its merit—peace and plenty. Hence the progress of population—of agriculture—of manufactures—of the arts and sciences—and of civilization have been rapid beyond all former example. The contemplation of the subject is animating to the mind; it inspires confidence in the future destinies of the world; and calls forth sentiments of gratitude to the supreme Disposer of all events.

The inhabitants of Britain behold in America a people sprung mostly from the same ancestors with themselves; they speak the same language; they have the same manners and habits; and they are in a considerable degree governed by the same laws. Their surplus commodities, and their de-



mand for British manufactures, have for a long period induced an exchange highly favourable to Britain. From these circumstances, a native of Britain finds himself *at home* in America, and thousands of industrious families, who have met with an hospitable reception, and a happy asylum in the land, can bear ample testimony to the value of it. The two nations are indeed formed to be mutually beneficial to each other; and though Providence, for wise reasons no doubt, has allowed the connection to be cut for the present, yet it is to be hoped it will be again revived to mutual advantage, for there is one link in the chain—the identity of language—which never can be dissolved.

To the inhabitants of other countries America is also important, as it holds out the right hand of fellowship to all nations, unincumbered by entangling alliances with any; and though many, who visit the country for commerce or permanent settlement, will necessarily, for a time, labour under some disadvantages, arising from a different language, and other local circumstances, yet they will find an hospitable reception, and an enjoyment of perfect freedom and security.

When, in consequence of having formed a commercial connection in the United States, in the year 1806, it became necessary for me to visit that



country, I had no intention of publishing my travels, nor did I think that my observations would have been sufficiently extensive or interesting to be laid before the public. But many circumstances have concurred to render them more important than I had originally imagined; and a second journey to the country led to an investigation, the result of which I now consider worthy of publication. The following brief review will illustrate my motives and design, and it is with much deference submitted to a candid public.

In the year 1798 I made a voyage to the West Indies\*, during which I laid the foundation of a series of studies on geography, astronomy, natural philosophy, and chemistry, connected with navigation, and the theory of winds, tides, and currents, in the Atlantic Ocean. My voyage to America afforded an ample opportunity for resuming these studies, which I did not fail to take advantage of, and I accordingly kept a journal. After landing in America I continued my journal; and circumstances having occurred which rendered it necessary to make a more extended tour, and to reside longer in the country than I originally intended, I used every diligence in my power in

\* I have delineated the tracks of this voyage on the chart of the Atlantic Ocean, in order to show the course of vessels generally between the West Indies and Britain.



making observations, and committing them to writing. My tour was rapid, but my mode of procuring information was such as, I trust, will render even that part of my journal not uninteresting, particularly to those engaged in commerce.

Previous to leaving Britain, I had perused all the "Travels in America" to which I had access; but the plan of none of them pleased me, and I found many of them to contain such effusions of ignorance and spleen, that I came to the resolution to discard the whole, and to take for the basis of my information Arrowsmith's map, and Morse's Gazetteer of the United States. With these I arrived in the country, and they were my constant companions in my travels through it. When I arrived in a new state, I examined it in the map and gazetteer; and the information derived from them I confirmed or corrected by personal observation, and information from those to whom I had access. I observed the like course with regard to every district, town, village, lake, or river, which I passed or saw; and having committed the result to paper, in the shortest manner possible, I compiled my journal from these notes at my leisure. In this manner I travelled through part of Georgia, South Carolina, New York, Rhode Island, Massachusetts, Connecticut, New Jersey, Pennsylvania, Delaware, Maryland, District of



Columbia, Virginia and North Carolina; so that I had occasion to see and make observations on all the Atlantic states, including the principal cities, rivers, bays, &c. on the eastern coast.

Next year I returned to Britain, where I followed up my plan of making memorandums, principally by noticing the nature of the American trade, and the manufactures in Britain calculated for America.

The commercial pursuits in which I had been engaged having been interrupted, I returned to America in the year 1809, in order to re-organize the business, or to wind it up; and, having occasion to travel extensively through the interior of Georgia, I extended my remarks, and found an opinion forced upon me, that should the restrictions on commerce be of long duration, America would become a manufacturing country, and consequently would be in a great measure independent of Europe. That opinion received strength and confirmation during a residence in New York in 1810, where I was fruitlessly employed in looking out for mercantile employment.

In the early part of the year 1811, having observed a regency in Britain without a change of councils, or the removal of the restrictions on commerce, I considered that the commercial relations between America and Britain would not be



speedily resumed, and considered it necessary to look out for other employment. In search of this I came to the resolution of making a tour into the interior of the country, and being assisted by some kind friends, I was enabled to procure such a stock of valuable information, that I now thought it would be of importance to collect materials with a view to the publication of my whole travels, and to conduct my inquiries, in my proposed tour, accordingly.

This tour was performed to my entire satisfaction, and the result of my inquiries appeared so important that the publication was determined on, provided the plan met public approbation. With a view of ascertaining that point, a prospectus was issued, and a subscription list promoted, the result of which has exceeded my most sanguine expectations; for though I was able to take the sense of but a small portion of the community comparatively, I obtained a very large and most respectable list of subscribers.

Encouraged by this honourable patronage, I have endeavoured to improve upon my original plan, and have added a great variety of matter not contemplated in the outlines, that the work might embody a complete geography of the United States. This is the first attempt that has come under my observation to incorporate a geographical descrip-



tion of a country in a journal of travels, and I hope it will not be without its use to the public. That it might be as complete as possible, I have noticed even those states and territories that I did not travel through, selecting those parts of the narrative for their introduction that I thought would be most appropriate. In the description of the eastern states the population is given by the census of 1800, because that of 1810 was not taken when I travelled through them ; but the statistical table and census of the United States introduced into the work, present a view of the population to the latter period, and I have occasionally added notes at some of the cities. The original design contemplated a pretty large appendix to the second volume ; but, in consequence of the plan adopted, a considerable part of the matter appropriated to it has been incorporated into different parts of the work, and the remainder has been mostly introduced into the chapter entitled "United States."

As I have always considered books of travels to be very defective when unaccompanied by maps, I have spared no labour, nor expence, to have a good set of maps to illustrate this work. They have been drawn with great care from the best materials to which I could get access, aided by much local information ; and the engraving has been executed by the first artists in Philadelphia.



The maps are eight in number, and at the rate at which similar engravings are usually sold, they are worth more than two-thirds of the price to subscribers for the whole work. At the close of the second volume I have added an alphabetical index, which will serve in some respects the place of a gazetteer.

In short, no pains nor expence has been spared to render the work worthy of public patronage; and, with a view of making it acceptable to the whole public, I have avoided all notice of *local* politics, except sometimes a mere casual observation, not calculated to reflect on any party. On the relations between this country and Britain I have been compelled to be more pointed. The late conduct of those who administer the affairs of England has not been of a nature merely speculative. It has involved a moral principle, and affected the best interests of the human race. The conduct adopted towards the United States influenced my own proceedings in a very considerable degree. In conducting my narrative, it was absolutely necessary to notice it; and I have done so agreeably to what I consider the rules of truth. Many of my readers may differ with me in opinion on this subject: to such I have merely to remark, that I have hazarded no opinion lightly, nor without due examination. My information has been



drawn from the most correct sources, both in Britain and America. I have never been connected with any political party, and I am conscious of being free from any bias, but a sacred regard for truth and justice. Still, however, errors may have escaped me : I am open to conviction ; and if they are pointed out, it will give me sincere pleasure to correct them.

To my numerous and very respectable subscribers, and those gentlemen who favoured me with information, I beg leave to return my most sincere thanks for their encouragement and assistance ; and my thanks are due to the American public generally, for the kind attention with which I have been treated during my extensive travels through the country.

On the other hand, I trust this work will be found not altogether unworthy of public attention. Independent of the casual information collected while I was engaged in other pursuits, it has been the result of incessant labour, of both body and mind, for nearly two years, in which I have had every aid that books, maps, charts, and verbal information could give me. If it is found defective, I have no plea but want of capacity ; I have done my best. As the facts have been collected with great care, so they have been communicated with a strict adherence to truth, and with a view of pro-



moting the best interests of mankind, by a sincere friend, who has no motive for deceiving them. With these observations I consign the work to the tribunal of the public, and I shall bow with submission to their decree.

JOHN MELISH.

*Philadelphia, October 12, 1812.*







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INSTRUCTIONS FOR PLACING THE PLATE



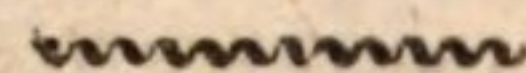
## DIRECTIONS FOR PLACING THE PLATES.

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## ERRATA.

### VOL. I.

| Page. | Line.           |                                                                     |
|-------|-----------------|---------------------------------------------------------------------|
| 1     | 5 from top,     | for <i>Grenock</i> read <i>Greenock</i> .                           |
| 13    | 4 from bottom,  | for <i>Stora</i> read <i>Raughlan</i> .                             |
| 130   | 15 from bottom, | for <i>great consolation</i> read <i>inconsolable affliction</i> .  |
| 256   | 10 from bottom, | for <i>Wilmington</i> read <i>Fayetteville</i> .                    |
| 380   | 3 from top,     | for <i>much the confidence</i> read <i>much in the confidence</i> . |
| 409   | 15 from bottom, | for <i>Corlder's hook</i> read <i>Corlaer's hook</i> .              |

### VOL. II.

| Page. | Line.        |                                           |
|-------|--------------|-------------------------------------------|
| 64    | 7 from top,  | for <i>19th</i> read <i>20th</i> .        |
| 130   | bottom line, | for <i>orchard</i> read <i>vineyard</i> . |
| 385   | 8 from top,  | for <i>city</i> read <i>town</i> .        |



## INTRODUCTION.

I SHALL commence my introductory remarks by a short description of the City of Glasgow.

GLASGOW is situated on the north side of the river Clyde, at the head of the tide water. It is 400 miles from London, 42 from Edinburgh, and 22 from Grenock, which may be considered as its port. It is the second city in Scotland, and contained, by the enumeration of 1801, 77,385 inhabitants. The city is regularly built, and the houses, being all of free-stone, have a very elegant appearance. The public buildings are numerous, and many of them splendid; among which may be reckoned the Cathedral, the Infirmary, and the College buildings; which last, though old and antiquated, are spacious, and the institution is esteemed one of the finest seminaries of education in Britain. The manufactures of Glasgow have arisen to great extent and perfection, particularly those of cotton. The principal articles of manufacture calculated for the United States are, fancy muslins (a sort of staple commodity), printed callicos, ginghams, shirtings, hosiery, threads, tapes, earthen and glass ware, iron ware, &c. Glasgow is also a market for disposing of the manufactures of the other parts of Scotland, particularly of Dundee, Perth, and Fifeshire, such as sail cloth, cotton bagging, oznaburgs, cotton and linen checks, and ticks—of Dunfermline, table cloths,



sheetings, and towelings—of Stirling and Kilmarnock, carpeting, gloves, &c. The returns from America consist principally of cotton, of which Glasgow manufactures above 10,000 bales annually.

Having served an ample apprenticeship to business in one of the principal manufacturing houses in Glasgow, I resolved, in the beginning of the year 1806, to commence business on my own account. I had long studied the trade to the United States of America, and was well aware of its importance to both countries; but the constant jealousies which had existed between them, during Mr. Pitt's administration, induced me to decline embarking in it. Towards the close of the year 1805, a change of councils took place in Britain, and at the head of the new ministry was that great and enlightened statesman, Charles James Fox. From the known sentiments of Mr. Fox, for justice and moderation, I calculated that every thing would be amicably arranged between the two governments, for I never had any doubt as to the just and pacific policy of the United States. I trusted in a lasting friendship between the two countries, and on a great and increasing commerce; and I accordingly embarked in it with all the ardour of commercial enterprize; selecting for my branch the trade to Savannah, in Georgia, in which it appeared there was a good opening, and I was particularly well acquainted with the commodity to be returned, cotton.

Having completed my purchases, and established my connections, I resolved to go to America in person, to establish the business there, and made preparations for the voyage accordingly; and the following remarks, grounded upon an essay of the late celebrated Dr. Franklin, and the



result of a good deal of experience, may be useful to others. I have summed them up under the title of

*Advice to those about to undertake a Sea Voyage.*

When you intend to take a long voyage, endeavour to have your whole business transacted, so as you may have a few days to spend with your friends, and to attend to the little necessities that may be requisite on the voyage, previous to your departure.

It is not always in a person's power to choose a captain, although a good deal of the comfort of the passage depends upon this choice. The chief requisites are, that he be a good seaman; attentive, careful, and active in the management of his vessel; and of these circumstances, and indeed all others relative to the passage, you must satisfy yourself before setting out, for there is no use in making complaints at sea. It is still more difficult to make choice of sociable fellow-passengers. A ship is like a stage-coach, it must accommodate all comers; and one surly fellow may molest a whole ship's company. But a person, by having resources of his own, may make himself, in a great measure, independent of other people, and it will be well, before going on board, to take measures to accomplish that desirable object. For this purpose, a small library of books will be found very entertaining, and if you have any turn for the study of mathematics and drawing, you will have a good opportunity to practise on board; and a case of mathematical instruments, and a box of paints will be necessary.

The greater part of the carrying trade between Britain and America is performed in American vessels, and a *cabin*



*passage* in one of these vessels is generally very agreeable. The expence, including every thing, is from 30 to 40 guineas. There are various modes of laying in provisions. One is for the captain to provide every thing; another is to provide every thing, except liquors; and a third is for the passengers to furnish every thing, at their joint expence. If the captain be a judicious man, there will generally be a good supply, in either case. But it may not be amiss, for those who can afford it, to have a private assortment of good tea and cordials; should they not have occasion to use them themselves, they may have an opportunity of serving some poor steerage passenger.

There is generally a medicine chest on board, but it is sometimes not in very good order; and it will be advisable to have a few simple medicines of your own, such as rhubarb, cream of tartar, and Peruvian bark; and a few dozens of soda water will be found a very agreeable beverage.

When a family undertake a sea voyage, they have generally their own servant; and if they are numerous, they will find it most comfortable and most economical to engage a state-room, and lay in their own stores. For the information of such, I shall here subjoin a list of the most essential articles.

They are entitled to the ship's provisions: biscuit, salt beef, pork, peas, &c.—In addition, they will require meal, barley, flour, potatoes, pigs, ducks, fowls, porter, wine, and spirits. Beef, mutton, and loaf bread will keep fresh eight or ten days at sea, and it should be always laid in, as it proves not only a considerable saving to the fresh stock, but is generally more grateful to the stomach at that period than any other food.



The expence of a steerage passage is about twelve guineas, and the passengers are entitled to the whole ship's provisions before enumerated; but to make themselves comfortable, it will be proper to add a little stock of tea, sugar, liquors, barley, and oat meal. It is generally necessary, both in the cabin and steerage, for the passengers to furnish their own bedding. I may take occasion here to remark, that this practice is an improper one. Vessels which are calculated to carry passengers, should be provided with bedding, particularly in the cabin births. They are furnished at no great expence, and one set would serve many passages, so that the expence, during one passage, would be trifling: whereas, by the present practice, each passenger is subjected to a considerable expence, besides the trouble of purchasing his bedding, and of selling it again at the close of the passage.

A few general remarks, to be attended to while at sea, shall conclude this article.

A short time after setting sail, the passengers generally get sea sick. This complaint, though lightly esteemed, because not dangerous, is often very severe while it lasts, and, if treated improperly, it may cause a relaxation of the stomach, that will be very troublesome. While the sickness continues, people have an aversion to all kinds of food and drink. Many abstain from both, three or four days. This is a bad plan. The stomach should never be allowed to get entirely empty. A little chicken broth or water gruel should be freely used; and people should go upon deck as soon as possible. Breathing the foul air of the cabin or steerage promotes the disease; whereas exercise and free air on deck relieve it. A little soda water will at this time be very exhilarating; and as soon as



the stomach is so far cleansed as to keep free from retching, a little Peruvian bark will be very beneficial as a restorative. Care should be taken to guard against costiveness, a very troublesome complaint at sea. Attention to diet and exercise will often prevent it; but where that fails, a little laxative medicine, such as rhubarb, cream of tartar, or castor oil, should be resorted to.

When the weather is good, people should rise early. The air of the cabin is not only affected by the respiration of the passengers, but is often contaminated by the bilge water; while the sea air on deck is always pure and healthy. The breakfast hour at sea is 8 o'clock, dinner 1, and supper 6 or 7. It is a general rule amongst the passengers, to have themselves washed and dressed before sitting down to breakfast. Betwixt breakfast and dinner, the time may be profitably employed in walking, reading, drawing, &c.; and such as have a taste for navigation will have a good opportunity for practical improvement, as they can have access to the log-book; and the captain and mates are generally very obliging, in lending their navigation books and instruments to those who wish them.

Temperance at table is necessary every where, and especially at sea, where the exercise is necessarily limited. Where wine is used, three or four glasses will generally be found more beneficial than a larger quantity; and people ought, on no account, to indulge themselves at the table a whole afternoon, though it is frequently done. It is much better to take exercise in the open air on deck.

In the evening, the company frequently amuse themselves at cards, backgammon, &c.; these, when resorted to for amusement only, are rational and innocent enough; but when the play is for money, they ought to be avoided.



I may add, that, generally speaking, people's happiness is very much in their own power. A suavity of manners, and an obligingly civil deportment, is calculated to secure the esteem of mankind; and when things are not exactly as we would wish them to be, it will add to our own comfort to take them as we find them.

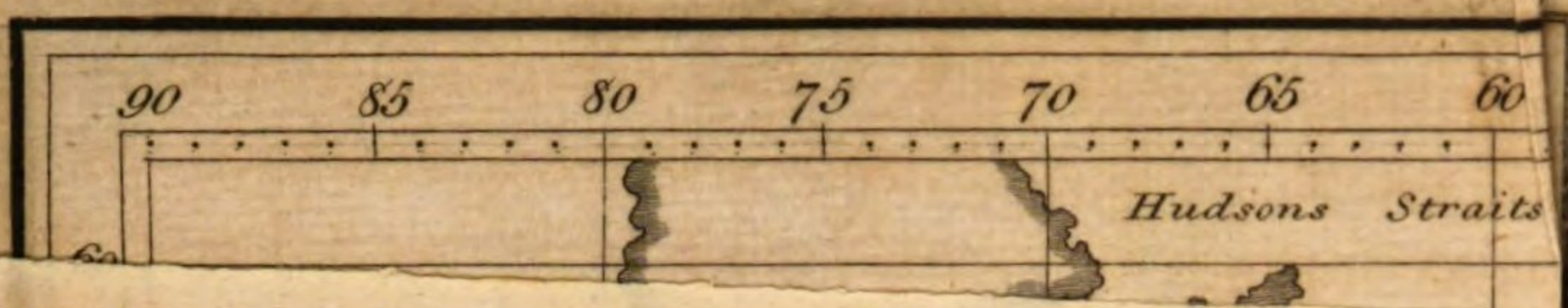






river for two miles, and then the road rises for about five miles, with a gradual ascent, to Bishoptown, where there is a very fine view. To the west is a full view of the river Clyde, which expands to the breadth of seven miles,





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# TRAVELS

IN

## THE UNITED STATES, &c.

### CHAPTER I.

*Glasgow,—Greenock,—Savannah.*

HAVING shipped my goods on board the ship *War-rington*, captain Hinkley, bound from Greenock to Savannah, I set out from Glasgow for Greenock by the stage coach, on Saturday, the 8th of March, 1806. There are two roads from Glasgow to Greenock, the one direct, by Renfrew, the other by Paisley. The stage took the latter route, which lies through a level, well-cultivated country, and pretty fertile, to Paisley.

Paisley is 7 miles distant from Glasgow, and is an irregularly built town, the streets mostly narrow, and not very clean. It contains upwards of 30,000 inhabitants; and the principal manufactures are fancy muslins and threads, with silks and gauzes. The people are very industrious, and there is more elegance and taste displayed in the fancy goods of that town than in any other that I have seen. From Paisley towards Greenock, the country continues level for two miles, and then the road rises for about five miles, with a gradual ascent, to Bishoptown, where there is a very fine view. To the west is a full view of the river Clyde, which expands to the breadth of seven miles,



having Greenock and Port Glasgow on its left bank, and its borders studded with elegant villas, surrounded by well cultivated fields and plantations. To the north is Dunbarton, an irregularly built little town, at the mouth of the river Leven, and having considerable manufactures of glass. Near this stands Dunbarton castle, well known in ancient story, on a singularly insulated rock, the evident effect of some great eruption of the earth. To the north is the beautiful river Leven, celebrated in verse by Smollett, who was born on its pleasant banks, two miles above Dunbarton. The banks of the river are elegantly adorned with villas and cultivated fields, and there is more machinery upon it than any river in the west of Scotland. This little river is the outlet of Loch Lomond, a lake singularly beautiful and romantic, on the east side of which stands Ben Lomond, one of the highest mountains in Scotland; and the view is terminated to the north and west by mountains innumerable, the tops of which are generally lost in the clouds.

From the summit of the eminence where this view is seen, the road proceeds by a winding descent to the banks of the river, and keeps close along shore for five miles to Port Glasgow, a small town containing about 3000 people. It was intended to be a port to Glasgow, as its name implies, and has a little shipping trade; but it is altogether eclipsed by Greenock, which possesses superior advantages as a port. Three miles beyond this is Greenock, and on reaching it, I found that the vessel would not sail for several days.

GREENOCK is an irregularly built town, containing about 18,000 inhabitants, and enjoys a very large portion of the commerce of the west of Scotland, which employs



an extensive mercantile capital. Besides the coasting and Irish trade, of which it has a large share, it employs numerous shipping to Canada, to the West Indies, and to the continent of Europe; and it is the seat of nearly the whole of the American trade with Scotland. There are three or four vessels in the New York, and as many in the Charleston trade; besides occasional vessels for Boston, Savannah, Norfolk, &c. This trade is wholly carried on in American vessels; and they generally perform two voyages in the year. The country round Greenock has a singular and even romantic appearance. The Clyde is here seven miles broad; but a few miles below, it makes a sudden bend to the southward, and contracts to the breadth of two miles. On the opposite side is Hellensburg, and two miles below, on this side, is Gourock, which are celebrated watering-places, and much frequented by the citizens of Glasgow in the summer season; and on the west is situated Roseneath, a seat of the duke of Argyll. It was lately burnt down, but is now rebuilt in an elegant style, and commands a fine view of the Firth and its shipping. The whole country round rises into high lands, and the view is terminated to the north and west by lofty mountains.

From this configuration of the country, connected with the winds which blow across the Atlantic Ocean, we may account for the frequent rains with which this place, and indeed the greater part of the west coast of Scotland, is inundated. The wind blows from the south-west for eight or nine months in the year, and is particularly prevalent in the winter season. In its course from the warm latitudes, over the vast expanse of water in the Atlantic Ocean, it is highly impregnated with vapour; and, arriving on the



high lands on the west of Scotland, it is suddenly condensed, and falls down in torrents of rain. From these circumstances, the winters are mild and rainy. There is comparatively little snow, and it never lies long; but it has been frequently observed to rain for forty-two days successively. I cannot better illustrate this, than by relating an anecdote of an English traveller, and a waiter at one of the public inns. The traveller had arrived there for the first time. On the morrow, he intended to transact his business, but was prevented by the rain; and so successively, for four or five days. At last, accosting the waiter, "What, my lad," says he, "does it *always* rain here?" "O na," says the waiter, "it *sometimes* snaws."

No material occurrence happened during my stay in Greenock, and I went on board the Warrington, on Wednesday, the 12th of March. A Mr. Ballard, of Boston, was my fellow-passenger in the cabin; and a Mr. Miller and a Mr. M'Kenzie were passengers in the steerage.

We set sail at 3 o'clock in the afternoon, accompanied by the Factor, Caldwell, of New York; but the wind was light, and we made little progress. Both these vessels were very fast sailers, and had excited considerable interest which would sail best. Among others, I had a small bet depending on the success of our vessel. By dint of towing, we had got a little ahead of the Factor, and were brought to and boarded by the crew of the tender, which was at the Tail of the Bank, who made a search for British seamen, and conducted themselves with all the insolence of arbitrary power; but all was found correct, and we were suffered to depart.

In the mean time, a small breeze having sprung up, the Factor, feeling it first, came up with us very fast, took



the wind out of our sails, and fairly passed us, to the great joy of the one ship's company, and the mortification of the other. We felt the breeze in our turn, and kept right astern of the Factor fifteen miles, to the Cumbraes, where she hove to, to discharge the pilot, and we passed her; and she again passed us, while we were discharging ours.

Five miles below Greenock is the Clough light-house, where the river contracts, and makes the sudden bend to the south before noticed; a little beyond which it spreads out into a spacious firth, and embosoms several islands, the chief of which are Arran, Bute, and the Cumbraes. It is bounded with high lands on both sides, and the islands are generally rugged and lofty. Arran, in particular, rises into very high mountains. The channel is very safe, and is navigable, at all seasons, for vessels of any burden.

It was dark when we discharged the pilot, and I retired to rest. When I rose in the morning, I found we had passed the island of Arran, and were abreast of that singularly insulated rock, in the middle of the channel, celebrated in song by the favourite Scottish bard, Burns—

“Meg was deaf as *Ailsa Craig*.”

Here we had a very extensive view of the Scottish and Irish coasts. The Factor was a few miles ahead.

The wind continued light and variable, so that we did not get out of the channel until the afternoon, when we passed the Mull of Cantyre, soon after which we passed Stora Island; and on the morning of the 14th, we found ourselves in the Atlantic Ocean, and had a most extensive view of the north-west coast of Ireland, and the Western Islands of Scotland. In the afternoon, we were abreast of



Tory Island, from whence we took our departure, and, bestowing my benediction on the British islands, I committed myself to the waters of the Atlantic, hoping for a speedy and pleasant passage, and a safe arrival on Columbia's shore.

The wind continued very variable, accompanied with cold, stormy weather, with rain, hail, and snow, occasionally, until the 16th, when it got more settled. During all this time, we had kept sight of the Factor, but she was generally ahead. We now took a fair, strong breeze from the eastward, at the commencement of which the Factor was ahead fully twelve miles, and the ships had now a good opportunity for trying their full speed. We soon found that we gained upon the Factor very fast, and finally passed her on the morning of the 17th, to the great mortification of her captain, who tried her on all tacks, but without success; and he finally shaped his course more to the northward, and we lost sight of the vessel during the day.

This breeze continued, wafting us along at the rate of nine or ten miles an hour, until the afternoon of the 20th, when we were to the westward of the Western Islands, and congratulating ourselves on the prospect of a speedy passage.—But, lo! a sudden reverse took place. The wind, which was blowing from the south-east, increased into a most furious gale, and the ship was brought from top-gallant and studding sails, to foresail and close-reefed main top-sail. The gale increased, the ship laboured hard, and shipped a great many heavy seas; but at 1 o'clock, on the morning of the 21st, it lulled into a perfect calm. It was now that we felt the most disagreeable effects of the gale; for the sea had risen mountains high, and the



ship, having no sail to steady her, partook of the motion of every wave, and rolled so sharp, that she threatened to toss her masts overboard. This state of things was, however, of short duration. At 2 o'clock, the wind shifted to the north-west, blowing most furiously, till about sunrise, when it became a little more moderate, and we made sail; although the cross tumbling sea, occasioned by the contrary gales, made our sailing intolerably uneasy.

We had now a series of head winds, and disagreeable weather, which will be best described by giving an extract from my sea journal.

March 22. First part, strong gales and clear weather. Middle and latter part, strong gales, with rain and hail, a very heavy sea, and the ship labouring hard.

23. Strong gales and thick weather all these twenty-four hours, a very heavy sea, and the ship labouring hard. At 9 o'clock in the evening, the ship was struck with a very heavy sea, which carried away the bulwarks, and split the starboard plank sheer nearly the whole length of the main deck, washed the cambouse-house out of its place, and nearly carried the cabin-boy overboard. At 12 o'clock at night, shipped another very heavy sea.

24. Commences with strong gales and a heavy sea. Middle part more moderate, but a heavy sea, and the ship labouring hard. Latter part moderate, and all hands employed in repairing the damages of the gale.

25. First part, fresh breezes and clear. Middle, tremendous squalls. Latter part, light airs, inclining to a calm.

26. First part, light winds. Middle and latter part, fresh breezes, and cloudy.



27. First part, fresh breezes, and thick hazy weather. Middle part, the breeze increased to a most tremendous gale, and at 11 o'clock at night, the ship was struck with such a sea, as made her quiver to her centre. My fellow-passenger was thrown out of his berth with the violence of the shock, and the cabin was nearly filled with water. There was no making sail in this weather, and the ship was hove to. Latter part, very strong gales, with furious squalls, a very heavy sea running, and the ship leaking much in her upper works.

This, and those of the 21st and 23d, were the only severe gales we encountered, but we had a series of head winds, gales, and squalls, with occasional showers of rain, hail, and snow, till the 22d of April, when I find the following remarks in my Journal: "Being now out forty-one days, and little more than two-thirds of the passage, the wind right against us, and no appearance of shifting, we apprehend a long passage, and the ship's company are put on short allowance of water. I am much afraid our goods will be too late for the Savannah market."

The head winds continued, but we had more moderate weather, though occasional gales, till the 26th, when we spoke a sloop out two days from Bermuda. Being now near these little islands, I may step out of my course to describe them, though I did not see them.

They are four in number, and were discovered by John Bermudas, a Spaniard, in 1527; but the Spaniards neglecting them, they were again discovered by Sir George Sommers, who was shipwrecked on them in 1609. Of these islands, the chief is St. George, having a capital of the same name, consisting of about 500 houses, built of soft free-stone. St. George contains about 3000 inhabi-



taunts, and the whole islands perhaps about 9000, of whom nearly two-thirds are slaves. The people are chiefly occupied in building small craft, with which they trade to Canada and the West Indies; and they are said to be very expert at the business of privateering. The civil government is vested in a governor, council, and general assembly. The religion is that of the church of England, and a native of Perth, in Scotland, is minister.

The head winds still continued, but the weather was moderate; and after crossing the gulph stream, we made the land on the 7th of May, supposed to be cape Look-out, on the coast of North Carolina. But the head winds still continued, and we were (to use a sea phrase) jammed in betwixt the gulph stream and the coast, so that we could make no progress whatever till the 10th, when, to our great joy, we got a fair wind, which wafted us briskly along, and we made Tybee Light-house early on the morning of the 12th of May, after a turbulent, disagreeable passage of 61 days.

The breeze continuing favourable, we soon approached the bar, where, having got a pilot, we waited half an hour for the tide, and then made sail up Savannah river; which I found a perfect contrast to the Clyde, the banks being low and muddy, and the country round a perfect level. In our passage up we saw a good many fishes and alligators; which last are frightful-looking animals, but they are by no means so dangerous as generally represented. At 2 o'clock we passed a bend in the river called Four Mile Point, and at 3 came to anchor at Five Fathom Hole; where having dined on board, for the last time, we set out in the small boat for Savannah, which we reached at 5 o'clock.



## CHAPTER II.

*General Remarks.*

THE most material circumstances which happened on board, are recorded in the foregoing chapter; but the passage may admit of the following general remarks.

The Warrington was a good stout vessel, of 318 tons burden, remarkably handsome and well found, and a very fast sailer: but her cargo was light, and all at the bottom, so that she was not well trimmed for sea; and her motion was sharp, and intolerably uneasy.

Captain Hinkley, the commander, was bred a sailor on board of this same vessel, and raised himself by his own merit to the rank he now holds. His scientific knowledge did not seem to be great, but he was an excellent seaman, and very careful in the management of the vessel.

He was provided with an excellent mate, in Mr. Arnold; who to a thorough knowledge as a seaman, joined a correct knowledge of the theory and practice of navigation, and sciences connected with it; he was moreover a very agreeable, intelligent man, and I received much information from his remarks.

Mr. Ballard, my fellow passenger, was an intelligent, good-natured young man. With the steerage passengers I had of course less connection, but they were agreeable; and the sailors behaved themselves with propriety during the passage.



The motion of the vessel was too great to permit us to amuse ourselves at any game; and I devoted my time pretty closely to the study of navigation, geography, astronomy, and chart drawing; in which I flattered myself that I made tolerable proficiency. The study of chemistry took up part of my time, and so also did general literature and music. To the principles of merchandize in general, and the trade between Glasgow and Savannah in particular, I paid much attention, and drew up an essay on the shipping trade between the two places, and the best method of prosecuting it; but circumstances have since occurred which render it of little importance to the general reader, and I omit it, and substitute in its place the following reflections on the prevailing winds and currents, with other phenomena, in the Atlantic; and an inquiry as to the best courses across that ocean at different seasons of the year.

#### I. OF THE WINDS ON THE ATLANTIC.

The trade wind prevails between the tropics, that is, from  $23\frac{1}{2}^{\circ}$  S. to  $23\frac{1}{2}^{\circ}$  N. latitude, being 47 degrees in breadth; and is a constant motion of the air from east to west, having a little variation near the extremes, that is, towards the southern tropic it inclines to the south-east, and towards the northern tropic it inclines to the north-east. The cause of this current of air is supposed to be the action of the sun, which is always vertical at one point or another between the tropics; combined with the diurnal motion of the earth, which has a greater velocity here than at any other point. The action of a vertical sun rarefies and expands the air, in consequence of which it rises; and



the motion of the earth sweeping from under it at the rate of more than 1000 miles an hour to the eastward, causes a constant current of air to the westward. The velocity of this current is various; but when I sailed in it, in my voyage to the West Indies, it was very strong, and regular, carrying a heavy sailing vessel at the rate of 8 miles an hour, and it never shifted a point from due east.

A little attention to the nature of this wind may be useful, as it illustrates the theory of the variable winds, and bears with considerable force upon the theory of the climate of the United States.

From the tropic of Cancer, in  $23\frac{1}{2}^{\circ}$ , to about  $28^{\circ}$  north latitude, the wind generally blows from the north-east, and is a branch of the trade wind, partaking of its nature. Between the latitudes of  $28^{\circ}$  and  $32^{\circ}$  north, the winds are very irregular; and that being the region between the trade and variable winds, it is subject to frequent calms. Between the latitudes of  $28^{\circ}$  and  $50^{\circ}$  north, westerly winds are by far the most prevalent, particularly in the winter and spring, during which they frequently rise to furious gales and squalls. Beyond  $50^{\circ}$  north, I had not occasion to remark, but I believe they are most prevalent from the north-west.

## II. OF THE GULPH STREAM.

This stream is a consequence arising from the trade winds. By an inspection of the chart of the Atlantic Ocean, it will be seen, that the vast quantity of water of which that ocean is made up, must be affected by a constant current of air sweeping along it in one direction.



This must necessarily give a small degree of motion to the water, which being slanted off by the direction of the coast of South America, has, towards the southern extremity, a north-west motion, and proceeding through the West India islands, raises the waters in the gulph of Mexico beyond the level of the Atlantic or Pacific Oceans. The current being stopt by the isthmus of Darien, winds along the northern coast of the gulph of Mexico, in search of a level, and finds an outlet through the gulph of Florida, between the island of Cuba and the south point of East Florida. From thence it proceeds in a north-east direction, sweeping the American coast, at the distance of 60 or 70 miles from the land, until it reaches cape Hatteras, where it approaches within 20 or 30 miles of the coast; here it tends more to the eastward, until it reaches the coast of Nova Scotia, when it takes a course nearly due east. It continues this course until it reaches the Great Bank of Newfoundland, where it seems to be materially affected, and diverging to a greater breadth, is finally lost towards the Azores and Madeira islands.

The breadth of this stream, in the gulph of Florida, is about 30 or 40 miles. It encreases as it proceeds to the north-east: opposite cape Hatteras it is about 150 miles; off the coast of Nova Scotia it is about 4 degrees; and at the Bank of Newfoundland it is about 5 degrees; from thence diverging to 6 or 7.

The velocity of the current is, in the gulph of Florida, about five or six miles an hour, but it decreases as it proceeds to the north-east. Opposite cape Hatteras it is about two miles; off the coast of Nova Scotia it is about one and a half; and at the banks of Newfoundland it is about one mile.



The probability is, that its course is directed to the eastward by the influence of the rivers issuing from the coast of America, particularly the great river St. Lawrence, opposite to which it seems to make the greatest bend; and it is also probable that the confluence of these waters and another stream proceeding from Davis' Straits, has contributed to raise the Banks of Newfoundland.

The temperature of this stream is different from that of the surrounding ocean, and partakes of that of the waters in the gulph of Mexico, being generally 10 or 12 degrees warmer than the other parts of the ocean. Hence it affects the temperature of the air above it, which is frequently subject, particularly in the spring, to calms, fogs, whirlwinds, water spouts, and storms of thunder and lightning. The heavy fogs which hover over the Banks of Newfoundland, seem to arise from this warm fluid, mixing with the cold atmosphere generated by the stream from Davis' Straits.

The next phenomena which I shall notice, as bearing on this subject, is, that islands of ice, sometimes numerous and of great extent, are carried by the stream from Davis' Straits, in the spring season; and before they are dissolved by the warmth of the Atlantic, they sometimes extend as far south as the latitude of  $45^{\circ}$  or  $40^{\circ}$ , and as far east as the longitude of  $48^{\circ}$  or  $50^{\circ}$ . Vessels sailing to and from America have been frequently entangled amongst them, and some have been totally lost.

A correct knowledge of these circumstances is of considerable importance to our inquiry, and the following practical deductions may be of service to those interested in the result.



1st. Ships bound from Britain to the West Indies should shape their course from the channel to St. Mary's, one of the Azores; from thence to where the longitude of  $40^{\circ}$  intersects the latitude of  $23\frac{1}{2}^{\circ}$ ; and from thence run down the trades for the intended port. Ships bound from Europe to the gulph of Mexico, should keep the same course. The return from the West Indies and Mexico to Europe is different according to situation, as a few degrees of longitude make an important variation. Generally speaking, it is best for vessels to bear to the northward until they get into the variable winds, and then keep along with them in the nearest way to their intended port.

2d. Vessels bound to the southward of the capes of Virginia in the United States, should, in the spring, shape their course for St. Mary's as aforesaid; from thence to about where the longitude of  $35^{\circ}$  intersects the latitude of  $28^{\circ}$ , where they will, at that season, most likely meet with an easterly wind, failing which they are sure to fall in with it a few degrees farther south; run down with it due west till they arrive on the confines of the gulph stream; and then bear away for the intended port. By taking this southern course, at this season, they will avoid several difficulties. 1st. The danger of falling in with islands of ice. 2dly. The necessity of passing the gulph stream where it is four or five degrees broad, and at that season subject to much bad weather. And 3dly. The chance of meeting with a series of head winds. In the autumn there is no ice to be dreaded, the weather is more mild, and the westerly winds less prevalent, while the latitudes between  $28^{\circ}$  and  $32^{\circ}$  are much subjected to calms, so that it is best, upon the whole, to run for the intended port.



3d. Ships bound to the northward of the capes of Virginia should shape their course direct for the intended port. They have no occasion to cross the gulph stream, and as to the ice, it may be prudent to keep a little to the southward, as they approach the Banks of Newfoundland.

4th. Vessels bound to Europe from any port of America, cannot do better than run direct for the intended port.



## CHAPTER III.

*Savannah.*

THE first objects that attracted my attention on my arrival in Savannah, was the sallow appearance of the inhabitants, and the extreme warmth of the weather; the thermometer being at  $91^{\circ}$ . I naturally concluded, that as the season advanced, the heat would increase, and would soon be almost intolerable. This opinion was strengthened by some of the inhabitants, who are in the habit of alarming strangers concerning the climate; but I was afterwards informed, by a judicious medical gentleman, that there would be few days warmer than this, and that the weather would be, upon the whole, much cooler. This opinion I found to be correct, for in a few days the thermometer fell below  $70^{\circ}$ , and it seldom rose above  $85^{\circ}$  while I continued in Savannah.

The next circumstance that made a forcible impression upon me was the great difference between this place, and any other I had ever seen before. There was no distant view—no external object to amuse the fancy—the whole country round, north, south, east, and west, was one dull scene, which excited no interest; and the music of the birds of heaven was exchanged for the dull croaking of the bull-frog, and the shrill treble pipe of the musqueteer. Nevertheless, I soon got familiarized to the place, and even fond of it. My business, which was well organ-



ized, was succeeding to my wish, and the inhabitants, whom I found very obliging, became every day more amiable in my eyes.

SAVANNAH is situated in  $32^{\circ} 3'$  north latitude, on a high sandy bank, or bluff, on the south side of the Savannah river, 17 miles from the sea. The city is laid out on an elegant plan, and is about a mile in length from east to west, and about a quarter of a mile in breadth. It consists of 30 streets, 16 squares, and 6 lanes, containing about 1000 houses, and 5500 inhabitants; of whom about 2500 are slaves. The public buildings are a court-house, jail, academy, bank-office, and five places for public worship. There has lately been built a very handsome exchange, with a spire and observatory, from whence vessels may be seen out at sea 10 or 12 miles. The situation of Savannah is favourable, both for health and commerce. The bluff on which it is built is from 50 to 70 feet high, so that there is a fine descent to the river. This bluff is a bed of very fine sand; and by digging wells about 60 or 70 feet deep, a supply of excellent water is procured, probably a filtration from the river. The streets are broad and airy, and the city, being only 17 miles from the sea, frequently enjoys a sea breeze, which is cool and refreshing in the summer season.

The trade of the city is considerable, and employs 13 regular ships to Britain; 15 packet brigs and schooners to New York; two or three to Philadelphia, Baltimore, and Boston; two or three sloops to Charleston; and four or five vessels to the West Indies. Besides these, there are a number of vessels that come from the northward annually, to take freight for Britain, and the continent of Europe.



The country in the vicinity contributes but little to the supply of the city. To the south it is sandy and barren for a considerable distance. To the north, east, and west, considerable crops of rice are raised; but it is thought that the rice fields contribute to make the city unhealthy. Cotton and rice are the staple commodities of the state; and Savannah being the only shipping port in it, is, of course, the general mart for the disposal of these articles. The sea-island cotton of this state is reckoned superior to any in America. The principal islands where it is raised are St. Symons and Cumberland; but it is planted, and comes to maturity, in all the other islands along the coast, from Charleston southward, as well as on other places of the seaboard, and is thence called *seaboard cotton*, or, as some of my Scots friends would have it, "*seabwird woo*." The exports from the state amount to above two millions of dollars annually; besides what is carried coastwise, which is not entered at the custom-house, and which may probably amount to as much more. The great value is in cotton, and the whole centres in Savannah. The imports are from Europe, the West Indies, and the northern states, and consist of dry goods, hardware, groceries, flour, &c.; and it is presumed they are nearly equal in value to the exports. Supposing the aggregate to be 8,000,000 dollars, and allow 7 per cent. commission to the Savannah merchants, the result will be 560,000 dollars, as the annual income of Savannah, which may perhaps be pretty near the truth.

Savannah river is one of the most important in America. Its head waters consist of two small rivers which rise near the mountains, and form a junction about 220 miles from the sea; from thence it runs a south-east course, and falls



into the ocean 17 miles below Savannah. It receives several small streams in its progress, and is the boundary line between Georgia and South Carolina, during its whole course. It is navigable for ships of any burden to within three miles of Savannah; for ships of 250 tons to Savannah; and for boats of 100 feet keel to Augusta. Above Augusta, are the Rapids, and, after passing them, the river can be navigated 80 miles higher, in small boats, to the junction of the head waters. It may be remarked, that through the medium of this river a considerable part of the produce of South Carolina is carried to the Savannah market.

The river abounds with fish, and the water is soft and good; but the country on its banks is by no means healthy, especially in the lower part of the state.



## CHAPTER IV.

*Savannah,—Waynesborough,—Louisville.*

HAVING arranged my affairs in Savannah, and confided the management of the business to a trusty assistant, I resolved, in pursuance of my original plan, to make a tour to the upper country, for the purpose of acquiring information, and forming connexions. The season was far advanced for travelling, in that country, but I trusted to a good constitution and temperate habits; and finding a gentleman about to go to Augusta, I resolved to avail myself of his company. I accordingly purchased a horse, for which I paid 11<sup>3</sup> dollars, saddle and bridle included, and, having every thing prepared, we set out at mid-day, on Friday, June 27th. We took the Augusta road, and at two miles from Savannah, we passed the branch which leads to Louisville. A little beyond this there is a fine spring of pure water, much frequented by the inhabitants of Savannah in the summer season. Seven miles from Savannah we met two travellers, who informed us that the *creeks*\* were all swelled to a great height, and the bridges broken down, so that we could not possibly get along. The road was, indeed, far from inviting. There had been a long series of rainy weather, and the afternoon was very sultry; but we resolved to go through,

\* This term is, in the United States, applied to small rivers or rivulets.



if possible, and accordingly kept on our course. Two miles from where we met the travellers, we reached the first obstacle, called Pipemaker's Creek. The bridge was nearly gone, but we adjusted the rafters a little, and with some difficulty led our horses over. After travelling three miles more, we reached Austin's Creek, and here, the bridge being entirely gone, we swam our horses across. A mile further on we reached Black Creek, the largest and most dangerous of the three. It had swelled to a great extent; in the middle the current was rapid, and the bridge was in a very shattered condition. We had to wade with our horses nearly belly deep, above 200 yards, before we came to the bridge, and here alighting, I walked along, up to the knees in water, adjusting the rafters as well as I could, and then with considerable difficulty led my horse over: a countryman, whom we came up with at the bridge, attempted to follow my example, but his horse fell through, and was near being lost. I pitied the poor man, who was in great affliction for his *crature*, as he called the horse; but we assisted him, and with considerable difficulty got the *crature* relieved. My fellow-traveller declined following our example, and, stripping his horse, he swam him through the creek, himself walking along the remains of the shattered bridge. After passing the bridge, we had again to wade about 200 yards before we reached dry land; and, a little beyond the creek, we arrived at Hely's inn, where we stopped for dinner. Here we found the Augusta stage and passengers. They had set out two hours before us, and, having the same obstacles to encounter as ourselves, had been detained thus long. Our dinner consisted of fowls, bacon, eggs, butter, wheat bread, Indian corn



bread, rice, and homony. The last mentioned dish I had not seen before, and it is not generally known. It is made of Indian corn cleared of the husk, and broken by beating, but not very small; it is then boiled in water to the consistence of pudding, and served up for use. When well prepared, it is very palatable, and is wholesome nutritive food. A little cherry brandy was the only liquor we could get. The charge for man and horse was 75 cents.

Leaving Hely's, we travelled two miles, when my fellow-traveller stopped to point out the spot where two negroes were executed for killing an overseer. The one was hanged, and the other was burnt to death. I was informed that this mode of punishment is sometimes inflicted on negroes, when the crime is very flagrant, to deprive them of the mental consolation arising from a hope that they will after death return to their own country. This may be good policy as respects the blacks; but, in mercy to the white people, I wish it could be avoided. When I looked at the scorched tree where the man had been tied, and observed the fragments of his bones at the foot of it, I was horror-struck; and I never yet can think of the scene without a pang. What feelings must have been excited in those who saw the execution! Thirteen miles beyond this we reached Berry's tavern, 28 miles from Savannah, and here we stopped for the night.

The afternoon was sultry, and, in consequence of the heavy rains, the road was very bad. The first 13 miles we were quite enveloped in thick pine woods, with very little brush-wood. The soil is poor and sandy, so that there are few settlements. The last 15 miles were rather more pleasant, and there are more settlements; but the



country is level, abounding with marshes, musquetoës, and bull-frogs ; and the soil continues poor and sandy.

Saturday, 28th June, we rose at three o'clock and settled our bill, which amounted to one dollar and thirty-one cents each ; and travelled through a barren, swampy, unpleasant tract, 10 miles, when we stopped to breakfast at the house of a Major King. We were detained a long time here ; but we were well compensated by getting an excellent breakfast, and the view of the place was far superior to any thing we had seen since we left Savannah. It is situated on an eminence, the ground cleared for a considerable way round, and there is a clear rivulet in the neighbourhood, a thing uncommon in the low country ; such streams being generally choaked up by brushwood, and converted into swamps.

After leaving King's, the country rises a little, but it is still poor and sandy. We travelled 10 miles to *Scrogg's*, and the day being exceedingly hot, we stopped here for dinner. Hearing the noise of a wheel up stairs, which was the first I had heard in America, I went to see what was going on. Here I saw a black girl carding cotton, and a daughter of the landlord spinning the rolls on the large wheel. They were quite busy, and appeared to be industrious and happy. After coming down stairs I entered into conversation with the mistress of the house, whom I found to be a sensible woman, and sufficiently communicative. She informed me, that they, as well as all the other families in the neighbourhood, spun cotton all the year round, and got the yarn woven into every article necessary for family use ; such as sheeting, shirting, toweling, table-cloths, gowns, petticoats, aprons, caps ; pantaloons, vesting, and summer coats for the men's use ;



besides sofa-clothes, fringes, tassels, hosiery, &c. I examined the yarn and cloth, and found the fabrics substantial and durable. The cloth was neatly manufactured, and some of the articles were handsome. I saw that this family was “independent of commerce;” and this was the first impression that I received as to the importance of the *domestic manufactures* of America. The idea was novel, and its tendency was to militate against my interest as an importer; yet I cannot say but that the feelings excited by it were of the pleasing kind. Self-interest is a proper principle, but it should be so regulated as not to blunt the feelings of humanity, nor to make us repine at the well-being of others.

Leaving this comfortable cabin we travelled two miles, when, coming to a grocery store, we lighted to quench our thirst; the afternoon being excessively hot and sultry. Here we saw a lady from Savannah, who, having lost two children in that city, had retired here with the third, the only one she had left. The child appeared to be thriving, and I hope will live to reward the mother for her maternal care. The Georgian ladies appear to be very fond of children, and, in the country at least, they seem to be sufficiently prolific; for we hardly ever passed a house without seeing a cluster of young ones; and often a child at the breast of a mother, whom, judging from external appearance, I would have reckoned past child-bearing.

We travelled eight miles further, through a country nearly similar to that we had passed, to *Pearce's*; and here we stopped for the night.

This is one of the most pleasant places I had yet seen in Georgia. There are three plantations adjoining, so that the country is cleared for a considerable way round;



and being a little elevated, it is free from swamps, and tolerably healthy. Here we saw a number of starlings, and heard several mocking-birds, whose notes were very delightful. We retired to rest at nine o'clock; but I was so overcome with fatigue, that I enjoyed little repose.

Sunday, 29th June. We set out at five o'clock in the morning, and, travelling 11 miles through pine woods, and a barren sandy soil, we passed Beaverdam creek by a wooden bridge, and arrived at the village of Jacksonborough. It is situated on the north side of the creek, and consists of about 12 dwelling houses, a church, and jail. The situation is unhealthy on the creek, but the land is considerably elevated behind the town, and is said to be quite healthy. The view was gratifying to me, being the first rising ground I had seen in the United States.

We travelled nine miles beyond this to Burrel's, to breakfast. The country is completely barren, and covered with pine trees, without any brushwood, the whole way, but the air was elastic and agreeable. It is a common remark in Georgia, that the pine lands are healthy; and the circumstance may probably be accounted for by supposing, that the resinous particles of the pine may contribute to increase the oxygen of the atmosphere; while, the woods being generally on barren ground, no pernicious gases are generated uncongenial to the human system. A great portion of the subsistence of the human body, is received by breathing. The atmosphere is principally composed of two fluids, oxygen and azote, in the proportion of nearly three-fourths of the latter to one-fourth of the former. It is the oxygen that supports animal life. In respiration it is absorbed by the lungs, and combines with the blood, which gives it its florid colour; while the



azote is thrown out by the return of the breathing. There are other fluids which mingle occasionally with the atmosphere, the principal of which is hydrogen, which is generated freely by the decomposition of vegetable and animal matter in water; and this fluid is not simply unfit for respiration in a negative sense—it is positively noxious. Hence that state of the atmosphere which contains oxygen in the proper proportion, and where there is no other gas, except azote, must be the fittest for respiration; and, from a consideration of these circumstances, we may see the reason why high hilly countries, or well-drained low countries, are healthy—while crowded cities, abounding in filth, and low marshy situations in the country, are the reverse.—From this reasoning we may draw the following practical deductions.

1st. Cities should be so constructed, as to admit a current of free air into every spot. They should be kept very clean; and no stagnant water, or latent filth, should be allowed to accumulate in or about them.

2d. Low countries, when fixed upon as the residence of man, should be drained; or, if that be impracticable, the houses should be as far removed from all stagnant water as possible.

3d. In those diseases which are the effect of breathing impure air, perhaps it would be beneficial to administer oxygen to the lungs as a medicine. The use of vinegar in diseases of this kind is well known. It is almost wholly composed of oxygen, and it parts with it freely; so that on sprinkling a sick chamber with it, an odour immediately rises, which is both grateful and beneficial to the patient. Several plants have the same effect, particularly those having an acid smell. I was once recovered from



fainting by the application of southernwood. I had been affected by breathing air deprived of its oxygen in a crowded church. The oxygen of the plant supplied the defect, and relieved me.

Having breakfasted, we pursued our journey 11 miles through a country nearly similar to that already described, but rather in an improving state, to where the road forks; the right branch leading to Augusta, the left to Waynesborough. We took that towards Waynesborough, on which the country improves rapidly. In place of pine barrens, swamps, and muddy creeks, we had now an elevated dry road, agreeably uneven, and adorned on each side with natural woods, consisting of pine, oak, hickory, and black-jack. The underwood was pretty thick and bushy; indicating a considerable degree of fertility. Seven miles from where we left the Augusta road we reached widow Laseter's, where we stopped to dinner, and were hospitably entertained. The healthiness of the place was visible in the countenances of the family, among whom were two pretty little girls.

A little before we reached this place we passed a church, which we were informed belongs to the methodists. This sect has been long established in Georgia, and the zeal with which they have propagated their opinions, and enforced the principles of morality amongst their votaries, does them credit. They have been of considerable use in society, and I wish them success in every good work. But I cannot see the propriety of some of their proceedings. Their camp meetings may be very well meant, and may be calculated to do *some* good; but they are a species of "holy fair" at which "grace" is not the only commodity to be purchased; and, from the



mode in which they are frequented by the profane and the profligate, it is questionable whether the evil attending them does not overbalance the good. And I can see as little sense in the practice they often have of thumping and making a noise in the time of divine service, thereby converting the temple of the Lord into a scene of confusion and discord, exciting the laughter of the profane, and distracting the serious. We were informed that a little before we reached this place, a poor girl was so affected, that she fell down in a fit; and that a black female preacher, of the name of Dorothy Ripley, frequently attended, and had the art of playing upon the passions so effectually, that she would sometimes trip half a dozen of her hearers. "Let all things be done decently and in order," says the apostle. Let the methodists go and do likewise.

While we were speaking, we saw a crowd of men, women, and children, who had been at a baptist camp meeting. The baptists are said to be one of the most numerous and influential religious societies in the state. They are also zealous in propagating their opinions, and are pretty austere in their manners; but I did not hear of any excesses in their camp meetings or churches.

Leaving Mrs. Laseter's, we travelled four miles to Waynesborough, and lodged at the house of Mr. Wynne; who to the business of tavern-keeper joins that of postmaster.

WAYNESBOROUGH is built principally on one street, and consists of about 40 dwelling houses, church, jail, academy, and court-rooms. It contains 220 inhabitants, of whom above one half are slaves. The land in its vicinity is pretty good; is cultivated a considerable way



round; and there are in its neighbourhood some very wealthy planters. It is distant from Savannah river 12 miles, and has a considerable trade in dry goods and groceries.

Having spent a day in this place, and parted with my fellow-traveller, who took the road to Augusta, I set out for Louisville on Tuesday the 1st of July, at five o'clock in the morning. Five miles from Waynesborough I came to a fine spring, and descended a considerable way by a stony path to a rivulet, on which I heard the sound of several mills. The sound of machinery is always grateful to my ear, and the view of the stones excited no small degree of interest; being the first that I had seen in the United States. After travelling nine miles further, through a barren country, I came to a deserted church, where the road forks. I took the wrong road, which led me out of my course among a number of plantations. I found the inhabitants were principally Irish people, by one of whom I was informed of my mistake, and got directions as to the best method of rectifying it. The family were at breakfast, consisting of pork, potatoes, and coffee; and I was hospitably invited to partake, but I declined it; and, pursuing the directions received, I soon reached the wagon road from Savannah, and arrived at Louisville, at 10 o'clock.



## CHAPTER V.

*Louisville.*

LOUISVILLE is the present capital of the state of Georgia, and is situated on the north-east bank of the Ogeechee river, 70 miles from its outlet, and 100 miles west from Savannah. It consists of about 100 dwelling houses, and contains about 550 inhabitants, of whom nearly one half are slaves. It is built on an elevated situation, and there is a pretty extensive view to the westward; but considerable marsh effluvia is generated on the banks of the river, which renders the place rather unhealthy. The country in the neighbourhood is well cultivated; and Louisville contains a civil, well-bred society. There are ten dry-good and grocery stores in the place, and they have a considerable inland trade. Louisville is at present the seat of government, but it is about to be removed to Milledgeville, a new settlement, about 50 miles distant.

It was my intention to go further up the country, and I had every thing prepared for that purpose; but in the evening I was suddenly seized with a fever, which defeated my object, and at one time threatened very serious consequences. The day had been uncommonly hot and sultry; the thermometer stood as high as  $93\frac{1}{2}^{\circ}$  in the shade. In the evening there was a cool thunder gust, and the night got very close and sultry. I went to bed early; but I had scarcely lain down when I found the fever come on



with extreme violence. I was in danger of suffocation, and ran to the window to get fresh air; but all was still; there was not a breath of air stirring. I observed three beds in the room empty, and thought I would try an experiment. I wrapped myself up in a blanket, and taking all the clothes of the three beds, I threw them over me. I had a small bottle of Madeira wine prepared for the journey, of which I took a little, and laid it at my head. My pulse rose to 130, and I suffered the most excruciating pain for about half an hour, when a profuse perspiration broke out and relieved me. I partook freely of the wine, and kept up the perspiration until morning, when the fever was quite gone; but I was debilitated to such a degree that I could hardly stand.

On getting up, I judged it expedient to take medical advice, and applied to a Dr. Powell, who prescribed some medicine, and advised me to decline going further up the country at present, the season being quite too far advanced for travelling. He recommended to stop two or three days in Louisville, and then to cross over to Augusta by the way of Richmond Springs, where I could stop a few days, and in case I found I could not travel from Augusta on horseback, I could take the stage. This advice I resolved to follow, and made my arrangements accordingly.

Having, in consequence of this determination, a little time to spare, I wished to apply it to the best advantage, and I was kindly assisted by my friend Dr. Powell. He invited me to his house, and introduced me to Mrs. Powell, a very sensible judicious lady, by whom I was treated with marked attention.

The doctor and his lady gave me every information that could be desired, and I was finally invited to take a



bed at their house, by which means I was relieved from the bustle of a public tavern, and the still more disagreeable sting of the musquitoes with which the bedrooms in it were infested.

On Friday, the 4th of July, I had quite recovered from my indisposition, and walked out in the morning to see the state-house. It is a good building of brick, about 50 feet square, and consists of two stories, having three apartments each, and a large lobby. The house of representatives meet in an apartment on the lower floor, and the other two are occupied as the secretary's office, and the land office. The upper story consists of the senate chamber, the executive office, and the treasury. The offices were all shut, except the land office. I went into it, and saw a map of the newly acquired territory, or *purchase*, as it is called; concerning which the legislature had recently passed an act that was the subject of considerable animadversion in the state.

This territory is situated between the Oakmulgee, and Oconee rivers; and was lately acquired in exchange with one of the Indian tribes. The land is said to be rich and valuable; and it is very extensive, consisting of about 100 tracts, of 12 miles by 8. It is to be disposed of by lottery, in which every citizen of the United States, who has resided three years in Georgia, is entitled to a draw for 200 acres; and those who get the prizes have to pay 12 dollars, being the expense of surveying only.

This I regard as a very improper way of disposing of public property, and it is peculiarly baneful to practise it under the representative system. Property, when public, belongs to every member of the community, and no alienation ought to take place without securing alike the rights



of all. But this can never be done by a lottery, which is a game of chance, and all cannot be gainers. To the gainer, it is more than well. He gets an advantage over his neighbour, and is satisfied; but who indemnifies the loser?

In this case, would it not have been better for the state to have retained it, and sold it out at the market price? The funds arising from it might have been usefully applied in making roads and bridges, in improving the navigation of rivers, draining marshes, &c. Legislators have a most important trust reposed in them, and should never sacrifice great national objects to obtain temporary popularity.

This being the anniversary of American independence, the day was ushered in by the firing of great guns; and military companies had collected in Louisville, from the whole country round. On my return to the tavern, I found a considerable number of the military assembled there. I was waited on by a committee of the artillery company, and received a very polite invitation to dine with them, which I accepted with pleasure, being anxious to observe the mode of celebrating this day, so important in the annals of America.

About 3 o'clock we sat down to dinner. The captain took his place at the head of the table, the oldest lieutenant at the foot; the committee gave the different orders, and all were on an equal footing. Several of the state officers dined with them.

After dinner they drank Madeira wine to a series of toasts, one for each state, which had been previously prepared. Among the number were "The day we celebrate;" "The land we live in;" "The president of the United States;" "Memory of general Washington." "Memory of Benjamin Franklin." "Memory of John Peirce," &c. Each



toast was followed by a discharge of artillery, and the music played an appropriate air. A number of excellent songs were sung, and the afternoon was spent with great conviviality and good humour.

Having several calls to make in the town, I left the table early, but returned again in the evening, when I found that the *cordial drop* had added greatly to the elevation of the animal spirits of the company. They had also received an addition to their number, by several military officers high in command, among whom was major-general Jackson. Having occasion to give a toast, I availed myself of that opportunity, to impress them with favourable sentiments towards my native country. America had been long regarded with a jealous eye by the councils of Britain, and an almost total alienation of affection was the consequence. I knew that Mr. Fox's administration was favourably disposed towards America, and I was inclined, as far as I had opportunity, to impress the Americans with that belief. Accordingly, after thanking the company for the honour they had conferred upon me, and assuring them of my own friendly regard for the country, I proposed as a toast, "Mr. Fox, and the independent whigs of Britain. May their joint endeavours with the government of the United States be the means of reconciling the differences between the two countries; and to the latest posterity may Americans and Britons hail one another as brothers and as friends." This was cordially received, and drank accordingly; and immediately after I was introduced to and politely received by the visiting officers.

The whole of my observations in this place tended to convince me, that the American character was very indifferently understood in Britain; and, indeed, very much



misrepresented. I was satisfied, from every thing I saw and heard, that there was no animosity against the British *people* whatever; and that the animosity against the British government was the consequence of what they conceive to be a series of injuries long persevered in, and some of them even justified on the score of privilege.

Great mistakes may be committed, by judging of the American character from what is to be seen in the sea-ports. Nothing can be more erroneous than a judgment so formed. The commercial cities of America are like those of other countries, and principle is often sacrificed at the shrine of commerce; while a considerable part of the commerce of the United States is carried on by foreigners, each so anxious to extend the trade with his native country, in which he is most interested, that the tone of national sentiment is often lost, or but indistinctly seen, in the conflicting opinions which are every day promulgated.

To view the American character fairly, we must go into the interior of the country, and there the first remark will probably be, that the inhabitants have a spirit of independence, and will brook no superiority. Every man is conscious of his own political importance, and will suffer none to treat him with disrespect. Nor is this disposition confined to one rank; it pervades the whole, and is probably the best guarantee for the continuance of the liberty and independence of the country.

It has been remarked, that this disposition may encourage rudeness; but I have not yet seen it. As the people will bend to no superiority, they really affect none; and I am impressed with the belief, that it is a stranger's own fault, if he does not feel very happy among them.



Saturday, July 5th. I left Louisville at 5 o'clock in the morning, and travelled through a barren, sandy country, twenty miles to breakfast. From thence, I travelled eight miles more, through pine woods, to Richmond Springs, which I reached to dinner. Towards the springs, the country gets elevated, and agreeably uneven; but the soil is miserably poor. The springs have no other medicinal quality than what is conferred by limestone, of which there is here a considerable bed; and there is a fine rivulet, which Mr. Posner, the proprietor, has very judiciously diverted into a bathing-house; and, at a great expence, has converted the whole into bathing quarters, with ample accommodations. I staid two days at this place, and found my situation very comfortable. I had an opportunity of bathing in the pure spring water once or twice a-day, and had limestone water, pure from the rock, to drink. Our victuals were good, and the cookery excellent. My health I found re-established, and my spirits recruited; so that every thing concurred to render the place agreeable.

And yet this place, which might be so beneficial to Georgia, is neglected. Mrs. Posner is a woman of colour, and is disliked by the Georgian ladies, who will not go to her house. Where the ladies will not go, the gentlemen will not go, and so poor Mr. Posner does not get a proper reward for his exertions, and the Georgians lose the benefit of one of the sweetest summer retreats in all the country.

I was really sorry to learn this tale, for I was exceedingly well pleased with madam Posner's attention. The old man is a sort of poet too, and, though his rhymes are not to be compared with those of Pope or Milton, yet they are humorously recited, and in a dialect that never fails



to excite risibility. He *favoured* me with a copy of verses, which he addressed to a little swindling Jew of my acquaintance in Savannah, who, he said, had cheated him; and of which the concluding stanza will be sufficient to satisfy the reader of his poetical powers.

But it surely was a great sin,

To send me common whisky in place of Hollands gin.

The worst remains behind,—

To send me common Malaga, in place of good Madeira wine.

Monday, July 7th. Set out for Augusta, at 4 o'clock in the morning. The road, which is pretty good, runs through a hilly, uncultivated tract of country, on which there are some settlements, with several creeks, and saw and grist mills. I reached Augusta, which is sixteen miles from the springs, at 9 o'clock.



## CHAPTER VI.

*Augusta,—South Carolina,—Savannah.*

AUGUSTA is situated on a handsome plain, on the south side of Savannah River, 127 miles from Savannah, and contains about 2400 inhabitants, of whom above one-half are slaves. The public buildings are, two churches, an academy, a court-house, jail, a market-house, and several public warehouses. The town is at the head of large boat navigation, and carries on a very extensive and profitable trade, both with Savannah and the back country. Many of the merchants are wealthy, and *import* their goods; and the greater part of the others purchase in New York. The town was originally settled by emigrants from Scotland; but the society is now very mixed, and probably those of Irish extraction are the most numerous. The inhabitants are in general well-informed, and have a considerable taste for literature. They are affable in their deportment, and polite and hospitable to strangers.

The country round Augusta is agreeably diversified, and well cultivated. The whole plain, on which Augusta stands, is remarkably fertile; and towards the south-west, the country rises into considerable hills, interspersed with fertile plains, remarkably favourable for the culture of cotton; and the cotton plantations are in a very thriving state. This is reckoned the boundary between the high and



low country. The falls in the river are three miles above Augusta, and immediately on leaving the town for the westward, the great contrast between this and the low country is seen: in place of swamps, marshes, and sandy deserts, the senses are gratified by high rising grounds, rich verdure in the woods, and clear streams of water.

I remained in Augusta from the 7th to the 14th of July, during which period, I made several little excursions to the country, to see the cotton plantations, the greater part of which were in a thriving state. The river is here 500 yards broad, and very deep; and I found the trade upon it to exceed my expectations. The weather was hot and sultry, the thermometer varying from  $88^{\circ}$  to  $94^{\circ}$ , though one day it fell as low as  $72^{\circ}$ . I was well pleased with the civilities of the inhabitants, and I left Augusta with sentiments of friendly regard towards them.

A Mr. Scarborough, of North Carolina, gave me a very warm invitation to visit him when I was in the upper country, and I resolved to cross the Savannah River, and return by his place. I accordingly left Augusta on the 14th of July, at 11 o'clock, and, travelling about three miles through the level plain on which the city stands, I crossed the river by a flat boat. The road rises, on the Carolina side, to a considerable eminence, but the soil is poor and sandy. At five miles from the river, I called at a very handsome plantation, belonging to a Mr. Taylor, by whom I was hospitably detained to dinner. A planter from the neighbourhood was there, and, as his plantation lay on my route, I availed myself of his company, and had a very agreeable ride, of twelve miles, to the saw-mill and store of a Scots gentleman, where I stopped for the night.



On the 15th, at day-break, I proceeded on my journey, through a low, swampy, barren country, where the road forked so often, that I travelled with difficulty ; but, after missing my way several times, I reached Mr. Scarborough's, at 11 o'clock, where I found a most hospitable welcome.

On my way, I passed many creeks and saw-mills, and I learned that a considerable trade, in this part of the country, consists in sawing timber into boards and planks, called *lumber*, and floating them down the river to a market.

Mr. Scarborough has a very comfortable establishment, consisting of a good farm, a store, and saw-mill; and, being much respected, has the best trade in this part of the country. On going into the store, I was surprised to observe the vast variety of articles it contained ; consisting of dry-goods, groceries, hardware, earthenware, medicines, &c. I was informed, that the mode of doing business was to give a credit to the planters till the crop was ready for market, and then to take their surplus produce, consisting principally of cotton, in payment. The business was conducted by a discreet Englishman, and they had an excellent run ; but I learned that country stores had multiplied to such an extent, that the business was overdone generally, and people would need to be very cautious in dealing with country merchants.

Having been most hospitably entertained by this family, for two days, I took my departure for Savannah, on Thursday, 17th July, and rode 28 miles through a very barren country, containing few settlements, to the house of a Mrs. Dunn, where I stopped for the night.



Friday, 18th. Set out at daylight, and travelled through a more dismal country than any that I had yet seen. From Mrs. Dunn's to Sister's ferry, on the Savannah river, 14 miles distant, there is hardly a single settlement. The country is perfectly level, except towards the river, where there are a few sand-hills; the woods are mostly pine, and I found some settlements had been attempted, and abandoned by the settlers. At one of these, I met with a considerable disappointment: I came to a fork of the road, and, seeing a plantation at a distance, I rode to it, to inquire the right way; but, lo! on my arrival there, I found it inhabited by goats only.

I arrived at the river about nine o'clock, and crossed the ferry in a flat boat. The river is here about 250 yards broad, and flows with a majestic sweep. I travelled nearly a mile through a muddy swamp, in which the horse was frequently up to the knees, and I was much annoyed by musquitoes. From this swamp, the ground rises abruptly, to a considerable elevation, and bears evident marks of having been at one time the bank of the river. From hence I travelled about a mile, when I came into the Savannah road, not far from King's tavern, mentioned in the fourth chapter. I found the Savannah road now dry and good, and I travelled on with great expedition to Berry's, where, the day being very hot and sultry, I proposed to remain for the night.

Towards two o'clock, the weather became cool, with an east wind, and I set out for Savannah; but I had not travelled far, when I saw all the signs of an approaching storm. To the east, the atmosphere was black and dismal; the wind was irregular, and sometimes whistled violently; I could see the lightning flash in the clouds, and



heard the thunder roar at a distance ; but I was tempted by the coolness of the air to proceed, and observing that the settlements were pretty thick by the way side, I resolved not to take shelter until there was an absolute necessity. While I was meditating thus, I was suddenly and dreadfully alarmed. A stream of electric fluid, apparently as thick as a man's wrist, darted suddenly from a black cloud, almost right over my head, and dividing in the middle of the road, a few yards before me, struck the trees on each side, with a shock which made the whole woods ring. This was instantaneously followed by such a peal of thunder, as made my horse spring two or three feet high. I rode with increased speed, resolved to take shelter in the first house, but seeing no immediate appearance of rain, I kept on my course to Dasher's, 20 miles from Savannah. Having stopped here some little time, I observed the storm to spend its force in the eastward, and, being satisfied it was over, set out for Savannah ; and, after an agreeable ride, reached the city at seven o'clock in the evening. I travelled, this day, 52 miles ; and my whole journey was about 300.

I remained in Savannah until the 27th of July. The weather was very hot and sultry, but the city continued pretty healthy. I was surprised to observe the vast emigration to the northward at this time, every vessel for New York, Philadelphia, Boston, or Baltimore, being quite crowded with passengers. I had once an intention of spending a few months on the sea islands, with a friend from whom I had a very warm invitation ; but, in consequence of letters from New York, I was induced to alter my determination, and go to that city.



## CHAPTER VII.

*Passage to New York.*

**HAVING** arranged my business, and fixed upon a plan of correspondence with my friend in Savannah, I engaged a passage on board the brig Sally, captain Ansdell; passage money 20 dollars, and stores about 28. My fellow-passengers were a Mr. M'Gee and Mr. Enoe, of Savannah; Mr. Sayre, of New York; and a Mr. Scott, from the West Indies.

We went on board, on Sunday morning, the 27th July, at six o'clock, and at half past six set sail. The breeze was light, but fair; and, the tide being in our favour, we glided down the river very pleasantly; passed the lighthouse at 11 o'clock, and at 12 crossed the bar, and discharged the pilot. New York is distant from hence, by calculation, 615 geographical miles, in a direct line; but the projection of the coast at cape Hatteras obliges vessels to steer considerably to the eastward, so that they have to sail nearly 800 miles. They generally make sail for the gulph stream in going north, that they may have the benefit of the current.

We were favoured with a southerly wind, and kept a course a little to the north of east, till we reached the longitude of  $78^{\circ}$ , when we steered a course nearly parallel to the coast, about north-east. Here we were in the middle of the gulph stream, which, by calculation, carried our



vessel 37 miles in 24 hours, which would be a current of little more than a mile and a half an hour; but it is generally supposed that the current, at this place, is upwards of two miles.

We continued to have a favourable breeze, and made a good run, without meeting with any circumstance worthy of remark, until Saturday, the 2d August, when we experienced a very severe gale, which almost upset the vessel. The wind, which had been hitherto from the south and west, shifted to the south-east, and was accompanied by thick foggy weather. We were within 30 or 40 miles of Sandy Hook, and the wind was fair; but the gale increased, and the weather was too thick to see a pilot boat; so that the captain judged it expedient to stand out to sea. A gunboat was a little astern, and followed our example. The gale increased almost to a hurricane, accompanied by thick rainy weather; the captain was carrying as much sail as possible, so as to weather Long Island, which, by calculation, was now but 20 miles to leeward. Being a good deal accustomed to rough weather, I was lolling in an after-birth, looking out at the cabin window, and beholding the effect of the gale on the ocean: when, all of a sudden, I found the vessel heel to leeward, and heard a great noise on deck. I started up with an intention of going upon deck, but the vessel was quite on her beam ends, and I had to swing myself along by the cabin births; and on reaching the gangway, I found the passengers all crowded into it, and in tears. I reached it just in time to hear the captain cry "cut the halliards," and immediately the sails were shivered to pieces, and the vessel righted. But our danger was by no means over; the vessel had not now the necessary sail



to carry her out to sea ; and, the captain said, if the gale continued, we must inevitably be driven ashore on Long Island. He was much affected, and in tears. He was a pleasant little man, and I really felt for him. I had heard somewhere that south-east gales, on the coast of America, seldom lasted above 10 or 12 hours ; and, as this one had now continued upwards of nine hours, I endeavoured to console him with the idea, that the chance was greatly in our favour. He admitted it was so, but could not help being affected while there was any chance against us, and the vessel in her present state. While we were speaking, I chanced to look to the south-west, and observed a small speck of blue sky through the turbulent atmosphere. I pointed it out to the captain, and I never saw a man so sensibly affected with sudden joy. He affirmed the gale was over, and in a few minutes all was still and calm. The wind shifted to the north-west, blowing a delightful cool breeze, and shortly after there was not a cloud to be seen in the horizon. We put about the vessel, and stood in for the land ; but the wind was now right against us, and we made little progress. However we had time to patch up our sails, and made the best of our way towards our destined port.

The weather continued favourable, and on the 3d of August, at daylight, we saw the high lands of Never Sink ; at 10 o'clock, we saw the light-house, distant 10 or 12 miles ; soon after which we had a fine view of Long Island, Staten Island, the bay, and numerous vessels inward bound. The breeze continued light, so that it was 4 o'clock before we received a pilot ; after which we came to anchor five or six miles south-east of the light-house. This pilot gave us information regarding the death of John



Peirce, the seamen who was killed by a shot from the *Leander*; and told us that he had been on board several coasting vessels himself which had been fired at by the *Cambrian* and *Leander*, on the conduct of whose officers he reflected in very bitter terms.

On the morning of the 4th we set sail, but the breeze died away in a short time, and we again came to anchor within half a mile of the beach, a little to the south of the light-house. At 11 a small breeze sprung up from the south, and we again weighed anchor. At half past 12 we passed the light-house, and, the breeze encreasing, we continued our course at a good rate, much gratified with the prospect round us. Staten Island, rising to a considerable elevation, and clothed with verdure, was right ahead. Long Island was on our right, with a pretty view of the Narrows between them; the high lands of *Never Sink* astern, and the high lands of the *Jerseys*, to the westward; with the great confluence of waters and crowded shipping, formed altogether a most beautiful picture; and it probably made a greater impression upon me than it would had I arrived direct from Europe; the dull scenery of Georgia and South Carolina acting as a foil.

At half past 2, we passed the Narrows, the channel between Long Island and Staten Island, about three quarters of a mile broad; and immediately after New York, distant about 10 miles, with the bay and shipping, opened to our view; which had a very fine effect. At half past 3, we arrived at the quarantine ground, which is beautifully situated on a small bay on the east side of Staten Island, and having got a pass from the health officer, we set sail for New York. I was very much gratified with the view in our passage upward. There are several islands in the



bay, and the scenery on each side is really beautiful; the city too is adorned with a number of spires, which have a fine effect, and in approaching it we passed a pretty point, planted with trees, called the Battery. But we could not land at the city. By the health laws, all cotton, after a certain season, must be landed at Brooklyn, on Long Island; at which we arrived at 6 o'clock in the evening. From thence I passed over to the city; and immediately waited on Mr. Stewart, a native of Perth, in Scotland, and an old acquaintance; from whom, and his amiable wife, I received a most friendly welcome, and a kind invitation to spend the summer with them, which was cordially accepted.



## CHAPTER VIII.

*New York.*

NEW YORK is situated on the south-west point of York island, at the confluence of Hudson and East rivers, in north latitude  $40^{\circ} 40'$ . The length of the city on East river, is nearly two miles; and it extends along the North river nearly as much. Its average breadth is about one mile, and its circumference six. It consists of about 15,000 houses, including public buildings and warehouses; and the inhabitants are estimated at about 80,000. By the census of 1800, they amounted to 60,489, but the increase has been very great since\*. The houses are generally built of brick, with slated or shingled roofs; and many of them are handsome.

The plan of the city is not uniform. In the old part of the town some of the streets are crooked, and many of them are too narrow; but all the modern part is built on a good plan; and some of the new streets are uncommonly elegant. Broadway is the finest street in the city, and from its importance, and great beauty, it merits a particular description. It commences at the Battery, on the south-west point of the city, and runs in a north-north-east direction about two miles and a half, where it forms a

\* By the census of 1810, the whole inhabitants on the island amount to 96,373.



junction with the Bowery road. The breadth of this street, including the side pavements, is about 80 feet, and it is regular during its whole length. It is ornamented with rows of poplar trees on each side, and a number of public buildings are situated on it; particularly, the Custom-house, Trinity church, St. Paul's church, the city public buildings, the Mechanics' Hall, and the hospital. The street rises by a gradual ascent from the Battery, about half a mile, and is at its greatest elevation opposite the city buildings. Its course is through the highest part of the island. Greenwich-street is next in importance. It rises also at the Battery, and running nearly due north, upwards of two miles, connects the city with the village of Greenwich. Pearl-street is one of the most important in the city in point of trade. It rises also near the Battery, and runs nearly parallel with the East river to Cherry-street; from thence it runs to the northward, and falls into Chatham-street\*. Cherry-street is a continuation of Pearl-street, and runs along the East river, till it is terminated by a bend of the river. Bowery-lane is upwards of 100 feet wide, rises at Chatham-street, and, connected with the Boston road, forms a junction with Broadway, as before mentioned. The other most important streets are, Wall-street, where the most of the banks and public offices are situated, Chatham-street, where the theatre is situated, Front-street, Water-street, and Broad-street.

That part of the city which has been recently laid out on East river, is constructed on a handsome plan, the streets crossing one another at right angles, and there are several public squares. Of these there are by far too few

\* Since 1806, Pearl-street has been extended beyond Chatham-street, to Broadway.



in the city, and they hardly merit notice. The Battery, before mentioned, is a pretty piece of ground, and commands an elegant view of the bay, islands, narrows, and shipping; but it is quite small, consisting of a few acres only. There is a small triangular piece of ground, called the Park, in front of the public buildings, which is very ornamental; and these are all the public walks of which New York can boast. Would it not be well, in laying out cities, to make a large reserve of public property, while land is cheap? Hyde Park at London, the Green of Glasgow, and the Inches of Perth, are instances of its utility.

The public buildings are numerous. The first in importance is the City Hall, fronting the Park. It is now erecting, of white marble, and will, when finished, be the most elegant building in America, and few in Europe will surpass it. The others are Federal Hall, Custom-House, College, Coffee-House, Mechanics' Hall, Theatre, Hospital, Prison, Bridewell. There are seven episcopal churches, five presbyterian, two Dutch, three methodist, two baptist, two quaker meeting-houses, one German, one Lutheran, and one French Calvinistic church, one seceder, one Scots reformed church, one church each for universalists, congregationalists, Moravians, and Africans, and one Jewish synagogue.

There are five public markets in the city, of which the principal is the Fly-Market; and these are well supplied with wholesome provisions, vegetables, fruit, and fish; and the prices are generally reasonable. A few of them may be quoted. Beef, mutton, and veal, 9 to 12 cents\*

\* A dollar exchanges at 4s. 6d. sterling; and a cent is a fraction more than a halfpenny.



per pound; a turkey 75; a goose 62; ducks and fowls about 25 each; eggs 14 per dozen; butter 22 per lb.; tea—souchong 75, hyson 125; coffee 20 per lb.; sugar 12, refined 20. Bread is regulated by flour, which is at present 8 dollars per barrel. Fish and fruit plenty and cheap. Madeira wine  $2\frac{1}{2}$  dollars per gallon; claret 3 dollars per dozen; brandy, rum, and gin,  $1\frac{1}{4}$  dollars per gallon.

There are a number of schools in the city, and the college, in which two of the professors are Scotsmen, is reckoned a very excellent seminary of education. To the north of the city, near Greenwich, stands the state-prison, modelled upon the plan of that of Philadelphia; and it is said to be one of the most benevolent institutions ever established in any country.

The city is well situated for trade. Having a spacious harbour, and easy access to the ocean at all seasons of the year, and being in a central situation in the United States, it must necessarily always command a large share of the foreign trade of the country; and, having the command of Hudson's River, navigable with its branches upwards of 200 miles, and the East River, with Long Island Sound, it has a great share of the internal trade of Jersey, of Vermont, of Connecticut, of Rhode Island, and of Massachusetts; besides the whole of the fertile interior country, which, on the other hand, furnishes every kind of produce and provisions by an easy water carriage, and at a reasonable rate.

The exports from New York amounted, in 1805, to 23,582,252 dollars, of which 15,484,883 dollars was foreign produce. The imports probably amount to upwards of 25,000,000; but it is to be observed, that New



York exports and imports a great portion of the commodities of other states.

The situation of New York I should reckon very healthy ; yet it is sometimes dreadfully afflicted with sickness ; which circumstance, I am rather inclined to think, arises from a defect in the police, which does not seem to be conducted in a manner becoming the wealth and splendour of this fine city. The buildings are, in many places, too crowded. Many of the wharves are ill constructed, and some of the docks project into the city, especially from the East River, to the great annoyance of the inhabitants. The common sewers are incomplete, and there is no supply of fresh water to sweeten and purify the streets ; but, beyond all, they have adopted the system of sinking necessaries, which accumulates such a collection of latent filth, that the steams of it are sometimes perceptible at two miles distance.

I soon got well acquainted with New York, and was much pleased by the affability and polite deportment of the inhabitants. The gentlemen, whom I had occasion to see, were mostly merchants, who are distinguished as men of business ; and generally so well acquainted with the nature of their own trade, that they can tell the value of a piece of goods almost as correctly as a Manchester or Glasgow manufacturer. The female society are polished and well bred. They have not, generally speaking, that florid glow of health, for which the Scottish ladies are distinguished ; but they are, I think, fully as handsome in their persons and features.

I heard but little politics among those with whom I associated, but I observed a good deal in the newspapers, and two of them were very coarse and scurrilous. They



were on different sides of the political question, of course, and substituted abusive language and personal declamation for reasoning. When a person looks into a newspaper, it is to see the news of the day, of which there is generally a summary in the leading paragraph; but, contrary to every thing I had ever seen before, one of these papers began by abusing a cotemporary, and the other returned the compliment, with interest. I notice this circumstance, because it made a forcible impression upon me, and because similar circumstances are often resorted to in Britain, to represent the free press in America as in the last stage of depravity. A free press is a great national blessing; but, like the best medicines, it becomes a most deadly poison by abusing it. An editor of a public paper assumes a most important station in society. His sentiments spread far, and have a great influence upon the public mind. He is responsible for every word he publishes, and it is not enough that he adhere to truth himself; he is bound to take care that none other publish falsehood through the medium of his paper. A regard to the public good, also, requires that truth should be promulgated in decent language; and nothing should be introduced into a public paper with which the public have nothing to do. Whenever the personal feelings of the editor have a tendency to violate this rule, they should be immolated on the altar of public decorum.

Party politics is here, as well as in Britain, a noisy subject; and the question between the parties not being well defined, it is difficult to understand it. From the best account of it which I could procure, the *schism* seems to have taken place about the time of the adoption of the federal constitution, which gave rise to very animated dis-



cussions, in which those who were in favour of it were styled *federalists*, and those opposed to it *antifederalists*. It now receives the approbation of the whole community, but the distinction of parties continues, under the names of *federalists* and *democrats*. They equally lay claim to the title of *republicans*, and are often styled *federal republicans* and *democratic republicans*. It was in vain that I looked for a satisfactory account of the matter in the New York papers which I had an opportunity of seeing; but I observed, in one of them, that the federalists were styled the disciples of Washington, and the democrats the supporters of Jefferson. I thought I would discover the difference in the declared opinions of these two eminent characters. I accordingly turned to general Washington's Farewel Address, and Mr. Jefferson's Inaugural Speech, but the sentiments inculcated in these two papers appeared to me to be precisely the same. The one recognizes popular government, and recommends union, obedience to the laws, religion and morality, and to keep party spirit within bounds. The other declares, that the will of the majority, legally expressed, is the law of the land; and recommends harmony and affection, with the free exercise of reason, of religion, and of the press. Professing to act under these sentiments, it is somewhat singular that there should be a difference at all; but, to use the words of one of the characters above alluded to, "every difference of opinion is not a difference of principle," and the political question may be considered as essentially different from what it is in Britain. In Britain, the question between *whig* and *tory* is, whether the controuling power shall be vested in the *people* or in the *crown*. In America, it is whether it shall be vested in this or that set of men.



Having merely glanced at this subject, I shall dismiss it with a fervent wish for the total extinction of all party spirit, the more to be desired in the United States, as party distinctions are apt to divert the public attention from objects of real practical utility, while the difference in principle among good men is so small, that they should be "all republicans, all federalists."

On the 20th of August, I was introduced to that celebrated character, Thomas Paine. He was confined in New York by a hurt in his leg, and lived in the house of a Mrs. Palmer, widow of the late deistical minister in that city. The gentleman who introduced me was well acquainted with Mr. Paine, and I was politely received as his friend. Paine was sitting in a small apartment, with a number of newspapers before him, and he gave one of them to my friend to read some paragraphs relative to the negociations for peace between Britain and France. In the mean time, I cast my eyes across the table, and, from some MSS. which lay on it, judged he was writing on the subject of religion. The title of one of the pieces was singular, namely, "It is I, Thomas Paine, that speaketh." I could only see a word here and there of what followed; but, by the scope of it, I presumed that it was some sort of religious creed. I was afterwards informed, that it really was so, and that he intended it should be published after his death. When my friend had finished reading the newspapers, they entered into conversation, in which Paine declared decidedly, that there would be no peace. "The war," he observed, "must inevitably go on till the government of England fell; for it was radically and systematically wrong, and altogether incompatible with the present state of society." I reminded him, that there



was now a whig administration in Britain, who would institute a reform of abuses, cause the constitution to be acted on in its purity, and probably repair all the mischief that had been done by the tory administrations. He shook his head, and said that he knew the English government well, and was convinced that no man, or set of men, would ever be able to reform it; the system was wrong, and it never would be set right without a revolution, which was as certain as fate, and at no great distance in time.

Finding we differed on this point, I changed the subject, and took notice of a little essay which he had written on the yellow fever, which had been published in the newspapers, and attracted considerable attention in the southern states. He seemed to be pleased with this, and, in the course of conversation on the subject, discovered a good deal of that literary vanity of which he has been accused; but it must be acknowledged, that this little piece contains much valuable information. The arguments are ingenious; to me, indeed, quite convincing; and I have conversed with some of Mr. Paine's most strenuous political opponents, who have viewed them in the same light.

Paine is a slender man, rather tall, and has an uncommonly penetrating eye. His face is subject to a scorbutic eruption, which circumstance has probably contributed to propagate the report, that he is habitually intemperate; but I was informed by those who know him well, that it is not correct. When he meets with a person of his own way of thinking, he will frequently indulge himself to a late hour over a glass of toddy; but seldom carries it to excess. His income is but small; but he is in indepen-



dent circumstances, having a tract of land, for which he could obtain ten thousand dollars. He is pleasant in conversation, and speaks very much in the style he writes, quite clear and perspicuous.

The following table will afford an idea of the summer weather at New York.

|           |                |            |
|-----------|----------------|------------|
| August 4. | Clear,         | temperate. |
| 5.        | Rain,          | do.        |
| 6.        | Clear,         | warm.      |
| 7.        | Do.            | do.        |
| 8.        | Do.            | do.        |
| 9.        | Do.            | temperate. |
| 10.       | Cloudy,        | do.        |
| 11.       | Clear,         | do.        |
| 12.       | Cloudy,        | do.        |
| 13.       | Do.            | do.        |
| 14.       | Do.            | do.        |
| 15.       | Showers,       | do.        |
| 16.       | Rain,          | sultry*.   |
| 17.       | Cloudy,        | do.        |
| 18.       | Clear,         | pleasant.  |
| 19.       | Do.            | do.        |
| 20.       | Do.            | do.        |
| 21.       | Do.            | warm.      |
| 22.       | Cloudy,        | sultry.    |
| 23.       | Rain, thunder, | warm.      |
| 24.       | Rain, stormy,  | cold.      |
| 25.       | Clear,         | warm.      |
| 26.       | Do.            | do.        |

\* It was only a part of those days marked sultry, that I felt disagreeably warm.



## CHAPTER IX.

*Long Island sound,—Newport,—Providence.*

HAVING judged it expedient to make an expedition into the New England states, I took a passage on board a Providence packet, and we set sail, at four o'clock, on the afternoon of the 26th of August. Our company consisted of a gentleman and three ladies from New York, two ladies and two children from Newport, a baptist preacher, a printer, and a Georgian major. I found the major to be a singular character, and shall give his history as I learned it. He is a native of Italy, and came to this country with the French army, during the American war. At the peace he remained in America, married a wife, and betook himself to merchandize, somewhere about Philadelphia. From thence he removed to Augusta, in Georgia, where he has accumulated a large fortune; having five or six stores, and is one of the greatest cotton dealers in all that country.

We proceeded up East River with a fine easy breeze, and had a delightful view of the banks on each side, which are well wooded, and adorned with many elegant villas, belonging chiefly to the merchants of New York. Six miles above New York, we passed Hell Gate, a very singular passage, about 300 or 400 yards in breadth, having a ledge of sunken rocks across it in an angular direction, which occasions many whirlpools and cross currents



in the water. These, at certain periods of the tide, make a dreadful noise, and render a passage impracticable; but at other times the water is smooth, and a passage easy.

Soon after passing Hell Gate, we entered Long Island sound, and had a fine view. Our company seemed social, and disposed to be happy. The weather was agreeably warm, and we enjoyed ourselves on deck, where we had a number of fine songs, in which a Newport young lady excelled. Towards evening the breeze died away, when we were about 30 miles from New York.

August 27th. Early this morning we took a fair wind, which carried us along at the rate of nine or ten miles an hour. The sound widens gradually to the middle, where it is about 25 miles broad; but, the day being clear, we had a fine view on both sides of it. On the Connecticut side, the coast is lined with elegant towns, adorned with spires, and the view is very pleasing. Our ladies continued to charm us with their songs, and the major and I were much diverted by a singular courtship, in which the chief agent was a book.

We observed, that our printer paid a good deal of attention to the Newport young lady, the sweet singer. Taking advantage of her taste for poetry and music, he produced his book, and read a sentimental effusion to the lady; and, while she was expressing her approbation, he let his hand *touch* her's, as if by accident. They turned over to another piece, and the lady read on, till she came to a passage with which she seemed to be quite delighted. "Is'nt that beautiful," said the gentleman, laying his hand gently upon her's. "Beautiful, indeed," exclaimed the lady. "I'll show you something," said he, "still more forcible upon the same subject: I beg you'll be seated,



ma'am." The lady was seated. He delivered the book with one hand, and, laying hold of her's with the other, sat down beside her.—She read on. "This is really beautiful," said she. "Most beautiful, indeed," said he, and seized this opportunity to put one hand gently round her waist, while he helped her to hold the book with the other. Thus they went on from piece to piece, and from sentiment to sentiment, to the great vexation of the major, who was quite chagrined, that the printer should engross the lady wholly to himself, and deprive the company of her agreeable songs and conversation.

About four o'clock in the afternoon, we approached the head of the sound; where, being near the Connecticut side, we had a fine view of New London, appropriately situated on a river called the Thames. Nearly opposite to New London, we passed between two very small islands, within a few yards of each other, and entered a curious passage, called the Race, being the outlet of the sound. There is a chain of islands, which runs across this outlet in an angular direction, and they consequently confine the water into narrow channels, so that the tide, at ebbing and flowing, runs with great violence. We passed it with a light breeze, and the current against us, and consequently we made but little progress; but we got out of it, and all danger, before dark, and proceeded with a light breeze to Newport, now about 30 miles distant. On our arrival at the entrance of Narraganset bay, I observed a great quantity of shipping, principally small craft, and was anxious to see this inlet, being esteemed one of the best in America; but it was now 11 o'clock, and too dark to make observations, so I retired to bed; and in the morning, found the vessel at the wharf in Newport.



NEWPORT is situated on the south-west point of Rhode Island, in latitude  $41^{\circ} 29'$ . It extends about a mile from north to south, along Narraganset bay, and is about one third of a mile in breadth, rising, as it proceeds from the water, by a considerable ascent. The streets cross one another at right angles, and are all well paved. The number of inhabitants, by the census of 1800, was 6739, and the number of houses is about 1100, chiefly built of wood, and painted white. The public buildings are a State-House, Academy, Public Library, four baptist churches, two for congregationalists, and one each for episcopalians, quakers, Moravians, and Jews.

The situation of this city is beautiful, and the salubrity of the climate is proverbial, in consequence of which it becomes a great resort for strangers, particularly from the southern states, during the summer season. It is also noted for the excellent supply of provisions in its market, particularly of fish, of which there is said to be 50 or 60 different kinds. The packets which ply between this place and New York, and Providence, are of great service to the city, and to the public. They are generally under excellent regulations, and afford better accommodations and travelling at a cheaper rate than is to be found in most places of the world. The distance from hence to New York is about 200 miles, which we sailed in little more than 30 hours; and the fare, including bed and provisions, was only nine dollars. From hence to Providence, 30 miles, it is one dollar.

Newport is a favourable situation for commerce, and has one of the most safe and commodious harbours in the world. On the opposite side of the harbour is Goat Island, on which there is a fort and military station. The



trade of Newport is principally in shipping; and there is a manufactory of cotton, and one of duck, both of which are said to be in a thriving state.

I took a walk round the town with the major, who was well acquainted with it; and from the heights above it we had some fine views. After breakfast, we went on board the packet for Providence.

At half past 9 o'clock we got under weigh, but the wind being right ahead, we made little progress. The day however was fine, and the company agreeable; and, being in no particular hurry, we enjoyed ourselves very much, sailing up this delightful bay. We had all our former company, except one of the ladies of Newport and her children. The other had also intended to stop at Newport; but our printer had exerted his eloquence so effectually as to induce her to go to Providence, to see a friend, with whom she was to live during *commencement*. Having heard this term frequently made use of, I inquired into the meaning of it; and was informed that it is a public day, held at college, previous to the vacation, on which the students deliver their orations and receive their degrees; and it concludes with a ball, to which all the young ladies, for many miles round, are invited.

After proceeding a few miles, I found we had a state-room full of ladies in addition to our former company. One of them came out to take the air. She was a tall elegant girl, about 16 years of age, with a complexion and features uncommonly beautiful. The major and I *guessed* that she would immediately attract our printer's notice. We *guessed* right, for while we were yet speaking, we saw him pull out his book, and make up to her. She was standing beside the object of his first regard, whom he now



turned his back upon ; and, under pretence of showing the fine sentimental pieces in the *book*, went through the whole ceremony of touching hands, and so forth. Our major was astonished, and wondered what could be about the man that he charmed the ladies so, for he was by no means handsome. One of our company, remarked that there was an herb in nature, called valerian, which had the remarkable quality of charming the feline tribe ; and perhaps there might be some herb which produced a similar effect upon young women, and that the printer must be in possession of it ; for he could account for his remarkable success in no other way. The major swore (he was a sad swearer) that this must be the true solution, and wondered if any such herbs were to be found in Georgia, as he would purchase them at any expence. But it appeared that this theory could not be altogether correct, for a small quantity of valerian will charm as many cats as a room will hold, whereas it appeared the printer could only charm one young lady at a time. The Newport lady, perceiving his attention to the stranger, withdrew from him, and we enjoyed part of her agreeable conversation, during the remainder of the passage. He was but short-sighted in the exchange ; for this lady, though not so beautiful as the other, had a great deal more animation, which rendered her more interesting ; and she was possessed of a great deal of good sense. We had a number of fine songs and stories, and the day passed away most agreeably.

Narraganset bay, up which we sailed, is 33 miles in length, from south to north, and, towards Newport, about 12 miles in breadth, including the islands which it embosoms, of which the principal are, Rhode Island, Canonicut, Prudence, Patience, Hope, Dyer's, and Hog Island. It



receives the waters of Providence, Taunton, and Patuxet rivers; and contains five harbours, besides those of Newport and Providence. Its banks are clad with settlements, and there are a number of pretty little towns, the view of which, from the water, has a fine effect.

At 6 o'clock we reached Providence, where we saw a good deal of shipping, and I was surprised to find a vessel there of upwards of 900 tons burden. I was informed that she was in the East India trade, of which there is a considerable share at this port, and that there would be a sale of India goods next day.

The major, who had often travelled this way, conducted me to a boarding-house, where having engaged lodgings, we went out to take a view of the town, with which he was well acquainted. The ground rises to a considerable elevation above the town, from whence we had a fine view; and we returned to our lodgings highly pleased with the excursions of this day.

PROVIDENCE is beautifully situated on the head of Narraganset bay, and is divided into two parts by the Providence river, over which there is a good bridge, with a draw in it, to allow vessels to pass. The west side of the town is low, but the east side rises, by a rapid ascent, to a considerable elevation. The number of inhabitants, in 1800, was 7614, and they are rapidly increasing\*. The public buildings are, a court-house, market-house, a public school-house, a baptist meeting-house, a quaker meeting-house, and three congregational churches. There is an extensive college situated on the hill, and commanding a fine view of the town, bay, shipping, and country for many miles round. The building is of brick,

\* By the census of 1810, they are 10,071.



with a slated roof, 150 feet long, 46 wide, and four stories high; and contains lodgings for upwards of 100 students. It has a valuable philosophical apparatus, and a library containing upwards of 3000 volumes.

Providence has a pretty extensive shipping trade, and several manufactories are established in the town and neighbourhood, which are said to be in a thriving state.

Being now about to leave this little interesting state, I shall devote a chapter exclusively to a geographical description of it, which plan I intend to follow in the course of my travels. For the necessary information on this branch, as well as the description of cities, towns, and rivers, I must be indebted, in a great measure, to the researches of those who have gone before me; but I shall arrange the subject on a new plan, which may admit of considerable variety, and have the beneficial effect of maturing my own judgment on American geography.

To American manners and education I shall pay a little extra attention, because I begin to find that I have been labouring under considerable prejudices concerning them. It is very common for the natives of Britain to set up their own country as the model of all perfection, and to doubt the existence of equal advantages any where else, and to no country has that doubt been more extended than to the United States of America. It is really surprising to see, that, notwithstanding the great intercourse between the two countries, there should be so much ignorance, or rather misinformation, in Britain, regarding America; and it is to this circumstance that I attribute my own prejudices, for as to what are called natural prejudices, I disclaim them. I have no wish to see things otherwise than *as they are*; and I am very glad to observe



that this people have a polish of manners, and speak a style of language, which must be the result of education, at least equal to what exists in Britain. And this does not appear to be confined to the sea-port towns: the country, in this quarter, is thickly settled with a civilized, industrious people.



## CHAPTER X.

*Rhode Island.*

**RHODE ISLAND** is situated between  $41^{\circ} 22'$  and  $42^{\circ}$  north latitude, and  $5^{\circ}$  and  $5^{\circ} 50'$  east longitude\*, being 45 miles in length, and 43 in breadth, and contains 1548 square miles, or 990,720 acres.

The face of the country is agreeably uneven, some places being hilly, but not mountainous. Narraganset, already mentioned, is the principal bay. The rivers all flow into this bay, and have been already noticed.

Iron ore is found in great plenty, and the state abounds with limestone and marble. Some copper ore and loadstone have also been found; and there are several mineral springs, but of no great importance.

The soil is various, and a great part of it good, though better adapted for grazing than for grain.

The climate is salubrious and healthy; but the winters are sometimes long and severe, commencing in November, and ending in March or April. There is a very short spring, but the summer and autumn are delightful. Volney remarks on this subject, "Were I obliged to select

\* I have adopted the American mode of making Washington the first meridian. It accords best with the map, and is calculated to give a better idea of the relative situation of the different places in the country than the meridian of London.



the most favourable spot in America as the place of my abode, my choice would fall upon the southern point of Rhode Island."

The first settlement was commenced in the year 1636, by Roger Williams, a banished clergyman from Massachusetts; and the state was chiefly peopled by emigrations from that country. In 1663, a charter was obtained from Charles II, which is the basis of the present constitution. The country suffered greatly during the revolutionary war; but it is now in a thriving state, increasing in population and wealth. It sends two senators and two representatives to congress\*.

The state is divided into five counties and thirty townships, and the inhabitants amount to 69,122†, including 380 slaves, being about 45 to the square mile.

The country is well improved, abounding with towns, villages, and farm-houses. The chief towns are Providence and Newport, already mentioned. The others are *South Kingston*, situated on the west side of Narraganset Bay, nearly opposite Newport, and contains 3000 inhabitants. *Bristol* is pleasantly situated on the bay, about half way between Providence and Newport, and contains 1678 inhabitants. It has a little shipping trade. *Warren* is a flourishing little town, containing about 1600 inhabitants. It is on the west side of the bay, on the Warren River, and carries on a brisk coasting and foreign trade. *Little Compton*, *East Greenwich*, and *Compton*, are also growing

\* Representatives are sent to congress according to the population, one for every 33,000. Each state sends two senators.

† The number of inhabitants is by the census of 1800, unless where otherwise expressed.



towns. The state is supplied with good roads and bridges, some of which have been constructed on an ingenious plan, and at great expence. No canals have yet been made, but several are projected.

The farms are generally well cultivated, and produce Indian corn, rye, barley, oats, wheat (though not enough for home consumption), fruits in great abundance, and culinary vegetables. Butter, cheese, and cyder are made in great quantity, and of a superior quality.

The manufactures are cotton and linen goods, bar and sheet iron, steel, nails, anchors and other iron work for shipping, sail-cloth, paper, rum, &c. The cotton manufacture is extending; and I was informed that some of those engaged in it were doing well; but it is yet in its infancy, and, being subject to a competition with the organized manufactures of Britain, it must be attended with a considerable degree of inconvenience, and perhaps some risk.

This state is very favourably situated for commerce, of which it has a large share. The exports are grain, flaxseed, lumber, horses, cattle, beef, pork, fish, poultry, onions, butter, cheese, spirits, and cotton and linen goods. The value of exports is about 1,000,000 dollars annually. The imports are European and India manufactures, West India produce, and logwood.

The inhabitants of the country are generally proprietors of the farms they cultivate, and, having no landlord to make their *boo* to, nor rent to pay, they must be independent. The inhabitants of the towns are merchants, manufacturers, mechanics, seamen, and fishermen. The lands are not entailed, and hence there is no aristocracy; but independence is easily attained by labour. There is no distinc-



tion made on account of religious opinions; but every man worships God in any way his conscience dictates, without interfering with his civil rights. There are several benevolent and useful societies in the state, among which may be noticed one for the "abolition of the slave-trade, and for the improvement of the African race." The state of education is said to be considerably behind that of the other New England states, but is improving. The chief seminary is the college at Providence, already mentioned, and there is an academy at Newport under good regulations, besides various seminaries throughout the state.

The state legislature consists of a governor, deputy governor, ten senators, and a representative from each township. They are chosen by the people twice every year, and they hold two sessions annually.



## CHAPTER XI.

*Providence,—Dedham,—Boston.*

THERE is a rule in travelling this road, that if, on the arrival of the packet, there are three passengers going on to Boston, the stage is bound to go with them at any hour. There were four of us who agreed to go at 5 o'clock in the morning, and we constituted the major master of the ceremonies, to make the necessary arrangement with the landlord. We accordingly rose very early to take our places, but, lo! after waiting a full half hour, there was no stage to be seen, and the major began to suspect the landlord of insincerity. By-and-by he lost all patience, and began to swear most bitterly. He went in search of the landlord, but there was no landlord to be seen; nor, indeed, any of the domestics. However, it was impossible that they could be long proof against the effect of the major's lungs, for he bellowed forth the most dreadful oaths and imprecations that I ever heard, and soon alarmed the servants, but they could not satisfy the major, who

“Roar'd a horrid murder shout,  
In dreadful desperation”

for the landlord, who at last made his appearance, and the major, with a thundering menace, demanded where the stage was. He rubbed his eyes, and was going to make



a reply, but he had not time, for the major held forth fully half an hour in a strain of eloquence, peculiar to gentlemen of the sea or the sword, and which could hardly find a parallel in the curses wherewithal Dr. Slop cursed Obadiah, on the day in which he tied the knots on his instrument bag. At last the storm abated a little, and the landlord got leave to speak; but he only made matters worse, for he blundered out that the stage would not go before 8 o'clock. The landlord had, in truth, attempted to jockey us. An additional company was to go at 8 o'clock, and he and the stage-owner, between whom there was a collusion, thought that, notwithstanding the agreement with us, the stage could easily accommodate both; and a few hours, in point of time, was immaterial. But oh for the pencil of a Hogarth to delineate the features of the major, when this fact came out! Mercy on us! how he did fume and rage, and stamp and curse! At last he made a spring toward the landlord, and, shaking his cane over his head, swore if he did not bring the stage immediately, he would have satisfaction out of his bones. The landlord got alarmed, and ran as if the devil had been in pursuit of him, and the major, having spent his rage, stood mute. The landlord had not been long gone, before a gentleman came up to the house, and asked if we were going to Boston, and, on being answered in the affirmative, he told us that he had a new stage, which he would start instantly, provided there were three passengers. This was most delightful news for the major, who told him we would go, provided the stage was brought in ten minutes, so as to disappoint the landlord. An elegant new stage, with good horses, drew up before the door in a few minutes, and, having paid a very moderate bill to the landlady,



who, the major observed, was *the better man of the two*, we got into the carriage. While we were seating ourselves, up came the landlord with the other stage, and the major detained us a few minutes to get a parting word with him. "Now, you rascal," says he, "you thought to play a Yankee trick upon me; but this is diamond cut diamond for you!" The landlord began to enter a complaint against us for leaving the stage, but he was stopped short by the major, who exclaimed, "Oh! you rascal, I delight in disappointing you. I would not for a thousand—ay, not for ten thousand dollars, have wanted this satisfaction. I know money will procure any thing, and I have got more than ever you saw, you vagabond." So saying, he ordered the driver to proceed.

We travelled but slowly, owing to the road being very bad. We learned that the people of Massachusetts had offered to extend the turnpike to Providence, but the people of this state would not agree to it, and thus the road remained almost impassable. The morning was hazy, so that we could see but little of the country; but it appeared to be indifferently cultivated. We saw great quantities of fruit by the way side, and several waggons, loaded with apples, were on their way to Providence.

The salutation which the major gave the landlord occasioned a good deal of merriment, and one of our company observed, that he could put him upon a plan of swearing by rule, by which means he could save him a great deal of trouble, and wear and tear of conscience, in coining oaths. He accordingly produced the anathema of Ernulphus, recorded in the Life and Opinions of Tristram Shandy, which he read aloud, to the great astonishment of the major, and diversion of the company.



About four miles from Providence, we passed Patucket river, and entered into the state of Massachusetts. Here there are very handsome falls, and a little town called Patucket, in which there is a thriving manufactory of cotton yarn and goods. The spinning works are said to be on the most approved principle, and there are several looms going by machinery.

We were informed that the cotton trade had been introduced here by a gentleman from England, a pupil of Arkwright, who had been very successful; that other people were following his example, and that this branch was likely to increase, to a great extent, in this district. I doubted the power of the people here to become competitors with the manufacturers of England; but I learned that they confine themselves pretty much to coarse goods, and articles of the first necessity; and on turning the whole information, relative to the subject, in my mind, I found that they had such a number of circumstances in their favour, as were sufficient to balance, if not to overcome, the disadvantages. The principal disadvantage is the high wages which must be paid to the workmen, and it is supposed that the people have a predilection for agriculture, which has a tendency to prevent them from settling at sedentary employments. This last circumstance is the popular opinion in Britain, and I was impressed with its reality myself; but after looking round me in this country, I rather think that it is more specious than solid, for I find there is no want of masons, carpenters, smiths, tanners, shoemakers, hatters, taylors, and other mechanics, none of which are agricultural employments. All these and other branches are organized and practised with persevering industry, because the profits resulting from them are equal



to those resulting from agriculture; and other branches will be subject to the same rule. In every community there are a great number of the members who are better adapted for labour in the house than in the field, and the force of this remark is peculiarly applicable to the cotton trade, in which a large portion of the labour is performed by machinery, and the remainder principally by women and children. But all labour is better paid for in America than in Britain. The proportion is probably two to one; and if the cotton trade will afford this advance to the labourers, it will bear a competition with similar manufactures of Britain, and prosper—not else.

The most striking circumstance in favour of the cotton manufacturers is the cheapness of the raw material, which is the produce of the United States. They manufacture here principally upland cotton, and the price, including carriage to this place, is about 20 cents per pound\*; being about 12 cents lower than they can possibly have it in Britain. The next circumstance is the heavy charges to which British manufactured goods are subject before they come into the American market. These may be reckoned at least equal to 45 per cent.: namely, carriage, insurance, and shipping charges 5 per cent., American duties  $16\frac{1}{2}$  per cent., importer's profit 10 per cent., American merchant's profit and contingencies  $14\frac{1}{2}$  per cent.

Now, suppose 100 lbs. of cotton to be manufactured into cloth, of a fabric that will sell at about one shilling sterling in Britain, the number of yards will be about 300; and by producing this in the American market, subject to these different charges, it will afford a data whereby we may calculate the price that can be afforded to the manu-

\* It is now (1812) only 12 or 13 cents.



facturer in America; and from thence we may determine the probable increase of the cotton manufacture. It is to be observed that the demand for cotton goods in America is immense, and there is no material competition except with British manufactures.

100 lbs of cotton purchased in the southern states of America, at 18 cts., is in sterling £ 4 1

Shipping charges, freight, and merchant's profit, at 3d. per pound 1 5

British duty 1 6 8

---

Nearly 16d. per pound £ 6 12 8

---

300 yds. of cloth at 1s. per yd. is £ 15

---

Leaving for the various branches of manufacture £ 8 7 4

---

This cloth sent to America, costs in Britain £ 15

Charges before enumerated, 45 per cent. £ 6 15

---

£ 21 15

---

Suppose the same fabric manufactured in America.

The cotton costs, in the southern states, at

18 cents per pound \$ 18

Carriage and charges, at 2 cents per pound 2

---

Price of raw material \$ 20

Value of similar cloth imported from Bri-

tain £ 21 15, is 96 57

---



Leaving for the various branches of manu-  
 facture \$ 76 57

Or sterling £ 16 4 7

Being nearly double the price paid to the British manufacturer.

It will be observed too, by this calculation, that the cotton is taken at its extreme height, and for every cent that it falls, the *proportional* advantage to the American manufacturer is increased; because a great part of the difference consists in duties and charges, which are not materially affected by the fall.

It is my opinion, upon the whole, that the cotton manufacture will increase in America; and that it holds out a very good inducement for men of capital to embark in it.

We were now in the state of Massachusetts and had an excellent turnpike road, but being recently cut through a new country, we had no great variety of scenery. The face of the country was agreeably uneven, but the land rather poor and stony. Twelve miles from Providence we stopped at the house of a colonel Hatch, the proprietor of the stage, who was along with us. The house is new and commodious, and we got an excellent breakfast, charge 50 cents.

From hence we travelled 22 miles to Dedham. The country, from the reason already stated, is but thinly settled by the road side. The face of the country is agreeably uneven, and we had many fine distant views. The roadside abounds with fruit, of which the traveller may gather as much as he pleases. Towards Dedham the country improves, and the inhabitants appeared healthy, and in comfortable circumstances.



DEDHAM is a handsome little village, eleven miles from Boston, consisting of between 3 and 400 houses, and containing about 1500 inhabitants. The houses are mostly built of wood, and painted white. The public buildings are a court-house, three congregational churches, and an episcopal church. There are several grist and saw-mills in the neighbourhood; and the inhabitants carry on a considerable manufacture of shoes and wire-work.

From hence to Boston, the road goes through a beautiful country, abounding with villas and well-cultivated farms, and at a distance to the eastward are high lands approaching nearly to mountains. Wherever I turned my eyes, I was delighted with the view; and being, like the Vicar of Wakefield, "an admirer of happy faces," I was amply gratified by the appearance of the inhabitants, who were cleanly, industrious, and contented. The female part of the community, in particular, appeared to great advantage, having a glow of health, an air of cheerfulness, and a cleanliness of aspect, that I have not seen surpassed.

The country continued to improve as we proceeded towards Boston, in the immediate neighbourhood of which the buildings and pleasure-grounds are uncommonly elegant. We entered the town by the curious passage called the Neck, and drove up to the house of a Mr. Chappotin, in Summer-street, which we reached just in time for dinner. On entering the public room, I found about twenty gentlemen at the dinner-table, and I seated myself beside an elderly gentleman, in a strange dress, with a long beard, who I afterwards learned was the Tunisian ambassador. After dinner, I took a walk round the town with the ma-



jor, who was well acquainted with it; called upon my fellow-passenger in the Warrington, Mr. Ballard, who was glad to see me; and spent the evening at the boarding-house, much pleased with the excursions of the day.



## CHAPTER XII.

*Boston,—Salem.*

**BOSTON** is built on a peninsula, at the head of Massachusetts Bay, in north latitude  $42^{\circ} 23'$ . It is at one place two miles long, but the broadest part is not quite half a mile. A great part of the town lies low along the bay; but the ground rises to a considerable elevation in the middle, where the State-House is built, which gives it a very handsome appearance at a distance. The town partakes of the nature of the old towns in England, and is irregularly built, many of the streets being crooked and narrow; but the more modern part is regular, and the streets broad and well paved. The streets, lanes, and alleys amount to above 150; and there are five public squares; but none of them are of great extent, except the *Mall*, which is a very elegant piece of public ground, in front of the State-House.

The number of dwelling-houses is above 3500, and, by the census of 1800, the inhabitants were 24,937; from the increase that has since taken place, it is presumed that the number is now upwards of 30,000\*. The greater part of the houses are built of brick, and many of them are spacious and elegant.

\* By the census of 1810 they were 33,250.



The public buildings are the State-House, Court-House, Jail, Concert-Hall, Faneuil-Hall, Alms-House, Work-House, and Bridewell; the Museum, Library, Theatre, and nine congregational, three episcopal, and two baptist churches, with one each for Roman catholics, methodists, and universalists. The public buildings are in general very handsome, and the greater part of the churches are ornamented with spires.

The markets of Boston are well supplied with every kind of country provisions, fruit, and fish. The prices are not materially different from those of New York. Flour is generally a little higher; but cod-fish, which is the universal Saturday dinner, is lower.

Boston is well situated for foreign commerce, of which it has a very large share. The harbour is spacious, and is capable of containing 500 sail of vessels. There are many wharves constructed, of which the most remarkable is *Long Wharf*, extending into the bay upwards of 1700 feet. The number of vessels that enter and clear out annually is immense, carrying on a trade to Europe, the East and West Indies, and China, besides a very extensive coasting trade. The exports annually from this port probably amount to upwards of 8,000,000 dollars. The principal manufactures are of iron, leather, paper, and glass, which are brought to great maturity in all the various branches; besides which, they have thriving manufactories of hats, sail-cloth, cards, soap and candles, refined sugar, spermaceti, ashes, &c. There are ten distilleries, two breweries, eight sugar-houses, and several rope-walks in and about the town; but one of the most important branches is ship-building, and the Bostonians seem generally more attached to the shipping trade than any other



branch. There are in Boston three incorporated banks, besides a branch of the United States' Bank, whose joint capitals amount to upwards of 3,000,000 dollars, and there are three or four insurance-offices, with capitals of 3 or 400,000 dollars each.

There are a number of public societies in Boston, among which may be mentioned the American Academy of Arts and Sciences, Massachusetts Historical Society, Boston Library Society\*, Agricultural Society, Mechanic Society, Marine Society, Charitable Fire Society, Humane Society, Medical Society, Dispensary, and the Female Asylum. Public education is on an excellent footing. There are eight or nine public schools, supported at the expence of the town, which are accessible to all the members of the community, free of expence. They are managed by a committee of twenty-one gentlemen, chosen annually, and are under good regulations. Besides these, there are a number of private seminaries, at which all the various branches of education are taught; and, upon the whole, I believe Boston may challenge a competition on this branch with any city in Europe, Edinburgh, in Scotland, perhaps, excepted.

The fruits of this attention to the improvement of the mind, and the cultivation of the benevolent affections, are very apparent in the deportment of the citizens of Boston, who are intelligent, sober, and industrious; and, though much attached to the subject of religion, they are more liberal, generally speaking, than any people I have yet been amongst. The ladies of Boston are generally handsome, with fine complexions; and, judging from the

\* An Athenæum has since been established, and is probably the most elegant literary institution in America.



sample which I saw, they have a richness of intellect, and a cheerfulness of deportment, that makes them truly interesting. Altogether, Boston is really a fine place. It was here that the revolution originated, which terminated in the independence of America; and the town is justly celebrated as being the birth-place of that great luminary in literature and science, Dr. Franklin.

During my stay in Boston, which was only a few days, I went to a number of the public places; among others, the State-House, from whence there is a most elegant view of the town, bay, shipping, neck, bridges, and the whole country round, to the distance of from twelve to fifteen miles, in each direction, presenting most picturesque scenery, including a number of elegant villages. In one direction, you can see twenty miles out at sea, and in another, a mountain, said to be distant sixty miles.

The bridges of Boston merit particular attention, being works of great extent and utility, and constructed at a vast expence; a proof of the sagacity and persevering industry of this people. West Boston Bridge is upwards of 3000 feet long, and a causeway is connected with it 3000 more, connecting Boston with Cambridge. Charles River Bridge is 1500 feet long, and Malden Bridge is upwards of 2400 feet long. They are all built of wood, and have draws in the middle. The toll is reasonable. Long Wharf has already been noticed. The Museum contains a very good collection of natural and artificial curiosities.

Tuesday, September 2d, at 8 o'clock in the morning, I set out by the stage for Salem, distant about seventeen miles. After crossing by Charles River Bridge, already noticed, we passed through Charlestown, a handsome town, which is only separated from Boston by Charles River.



It contains about 3000 inhabitants, and has two places of public worship. The United States have a navy-yard and marine hospital here, and, towards the west end of the town, close by the river side, is the State-Prison, on the same principle as those at Philadelphia and New York, and said to be under excellent management. At the north side of the town is Bunker's Hill, celebrated in the history of the American revolution.

Leaving Charlestown, and travelling little more than a mile, by the sea-coast, we arrived at Mystic River, which we passed by a bridge 2420 feet long, and constructed upon the same principle as those already mentioned. About four miles from thence, we passed an extensive swamp, where we were assailed by musquetoës of a very large size. At the farther end of the swamp we passed a floating bridge, and a little after, ascending the bank, we arrived at Lynn, where we stopped to change horses, at a very elegant tavern. Lynn is a pretty little town, remarkable for its extensive manufacture of shoes. From thence we travelled to Salem, about seven miles, through a very rugged, stony country, but by an excellent turnpike road, made, I was informed, mostly by Irishmen. I may here take occasion to remark, that the Irish emigrants are exceedingly useful in this country, and a great portion of the most rugged labour in it is performed by them. The lower orders of the Irish are generally strong, robust men, without money, and with a very slender education. Hence they are generally unfit for any kind of mercantile employment, and those who have not learned some mechanical profession get employment in various branches of labour, for which they are well adapted; and, getting good wages, they soon become independent and happy. Hence the



Irish are remarkable for their attachment to the American government, while many other foreigners, particularly those engaged in commerce, are discontented and fretful.

The morning was damp and hazy, so that the view of the country was not very agreeable, and it was with regret that I observed it began to rain just as I entered my place of destination.

SALÉM is, next to Boston, the largest town in Massachusetts, and one of the earliest settled in the state. It is situated on a peninsula formed by two branches of the sea, called North and South Rivers, and consists of about 1500 houses, and contained, in 1800, 9547 inhabitants. The houses are built partly of wood, and partly of brick; and many of them are uncommonly elegant. The principal public buildings are a court-house, five congregational churches, and one each for quakers and episcopalians. Salem carries on a very extensive shipping trade, more business being done here in that line than in any town in the New England states, Boston excepted. There is a shipyard in Salem, and a considerable manufactory of sailcloth. A bank has been long established. The inhabitants are said to be industrious and frugal, and the appearance of the town indicates a considerable accumulation of wealth.

On my arrival, I went to see the wharves and shipping, which are very extensive. Salem is remarkable as being the residence of Mr. Gray, reputed the greatest ship-owner in America, having a vast number of square-rigged vessels, many of which are in the India trade. One of these vessels was coming into port while I stood on the wharf, and it appeared it would be with considerable difficulty she would get into the harbour, the entrance being very



shallow ; and I was informed, that, in consequence of this circumstance, Mr. Gray was about to remove to Boston.

On my return to the Coffee-House, I found the following sentiment in one of the Salem newspapers : “ There is reason *to fear* that a peace will at length be concluded between France and Britain ; and if that *unfortunately* be the case, the independence of the latter is gone for ever, and we may soon look for an attack upon the liberties of America.” In the course of my travels through the United States, I have frequently heard similar sentiments, principally from those professing the greatest regard for Britain ; but I must say, that they appear to me to be very incorrect. I grant it is better for Britain, or any other nation, to continue in a state of war, than to make a *dishonourable* peace, or to submit to have their rights *infringed* by their neighbours ; but the sentiment in question, unqualified as it is, seems to breathe a wish for eternal war. It expresses a dread of Britain making peace at all, and considers war and independence so intimately allied, that the one cannot be given up without the other. But, in my opinion, the greatest curse that ever befel Britain is the present war—one of the greatest blessings to that country would be an honourable and lasting peace. As to the supposed attack upon the liberties of America, I think it proceeds upon a very incorrect view of the subject, and implies an idea highly derogatory to the American character. It is perfectly obvious to me, from what I have seen in this country, that the Americans could maintain their liberties against the whole world combined, and no single nation, however powerful, would be mad enough to make an attack, which would infallibly end in disaster and disgrace. America contains upwards of six



millions of *free people*, and, if invaded, could, at a short notice, turn out a million of fighting men. This fact is well known in Europe, and would, of course, enter into the calculation of any general who would plan an attack upon the country. He could not hope for success without, at least, an equal number; and we may safely presume, that such an army will never be sent three thousand miles, on an expedition, which, though successful, would not pay one thousandth part of the expence.

The afternoon continued wet, and rather cold. I returned to Boston in the evening by the stage.



## CHAPTER XIII.

*New Hampshire.*

BEING at the extremity of my journey to the north-eastward, and in the metropolis of the New England states, I shall, before leaving it, take a view of the states of New Hampshire and Vermont.

## NEW HAMPSHIRE

Is situated between  $42^{\circ} 42'$  and  $45^{\circ} 13'$  north latitude, and  $4^{\circ} 23'$  and  $6^{\circ} 10'$  east longitude. Its greatest length is 182, and its greatest breadth 92 miles. Its area is 9491 square miles, containing 6,074,240 acres.

The state has about 15 miles of sea-coast, from whence it extends in breadth, and is generally level towards the sea, rising gradually from 20 to 30 miles, when the mountains commence, and these are more lofty than in any other part of the United States; the White Mountains being visible 30 miles out at sea, and computed by Dr. Belknap at 10,000 feet, by Mr. Williams at 7800. There are large and rich valleys among the mountains, and a number of level plains along Connecticut river. There are several lakes in the state, but none of any great importance, except *Winnipiseogee*, near the centre, 24 miles long, and of unequal breadth, from 3 to 12 miles. It is



full of islands, and, being navigable in summer, and frozen over in winter, it proves a considerable convenience to that part of the country. The principal river is Connecticut, which is the boundary line between this state and Vermont. The Piscataqua is the boundary line, for a little way, between this state and the district of Maine; and forms the harbour for the only shipping port in New Hampshire. There is a singular curiosity in the state called the *Notch*, which is a pass through the mountains, at one place only 22 feet wide, and, being bounded by rocks, almost perpendicular, and of great height, presents a scene strikingly picturesque.

The minerals quoted are ochres, isinglass, chrystals, sulphur, free-stone, lead, black-lead, and copper; but the most valuable is iron, which is found in many places, and is wrought in considerable quantities.

The soil, near the sea-coast, is, in some places, sandy, but near the banks of rivers generally good, as is likewise the case in the valleys among the mountains. The mountains are, many of them, rocky and barren, but others are fertile on the brows, and nearly all are covered with timber.

The climate is healthy, but the winters are long and severe, and there are great extremes of heat and cold. Mr. Belknap has observed the thermometer at  $18^{\circ}$  below  $0^{\circ}$ , and in summer it has risen to nearly  $100^{\circ}$ ; the average is about  $48^{\circ}$  or  $50^{\circ}$ . Snow lies on the ground from three to four months, and the use of sleighs, during that period, is general. The spring is rapid; and the summer and fall are generally pleasant.

The country was first discovered in 1614. The first settlement was made in 1623. The inhabitants took an ac-



tive part in the revolutionary war, and sent two delegates to congress in 1774; in 1788 they adopted the federal constitution; and the state constitution, as it now stands, was ratified in 1792. The state sends two senators and five representatives to congress.

The state is divided into six counties, and 219 townships, of six miles square each. Its population in 1800 was 183,858, being nearly 20 to the square mile.

Although this appears but a thin population, yet it is to be observed, that a great part of the state is covered by mountains, which are incapable of cultivation. The sea-coast, valleys, and fertile spots, are said to be thickly settled, and these places have kept pace in improvements with the other New England states. *Portsmouth*, on the Piscataqua river, two miles from the sea, is the principal town, and being the only seaport, it has a pretty good trade; it contains 5,500 inhabitants. *CONCORD* is the seat of government, and contains 2050. *Dover* contains 2062; *Amherst*, 2150; *Hanover*, 1920; *Exeter*, 1730; *Keene*, 1645; *Charleston*, 1634; *Durham*, 1128; there are 3 others, containing from 500 to 1000.

Small villages and farm-houses are numerous, and the country is pretty well supplied with good roads, and some elegant bridges, of which the chief is across the Piscataqua, seven miles above Portsmouth. It is 2600 feet long, and cost 68,000 dollars.

Agriculture is the chief business of the state, and is well conducted. The principal products are beef, pork, mutton, poultry, wheat, corn, and other grain; butter, cheese, flax, hemp, hops, vegetables, apples, pears, &c.

The country people generally manufacture their own clothing, and make considerable quantities of tow cloth for



exportation. The other manufactures are ashes, maple-sugar, bricks, pottery, and iron ware.

A great part of the surplus produce of this state is carried to Boston, which prevents it from making a great figure in the scale of exports; the amount, in 1805, was 608,408 dollars, but it seldom exceeds half a million. All the export trade centres at Portsmouth.

The inhabitants are represented as hardy, robust, and active. Education has been very well attended to. There is a college at Dartmouth, supported by a fund of 80,000 acres of land, and there are a number of academies, schools, and public libraries.

The government is founded upon a bill of rights, declaring that all men are born equally free and independent; and that all government originates from the people: that every man has a right to worship God according to the dictates of his conscience: that all elections ought to be free, and that every inhabitant of the state, having the proper qualifications, has an equal right to elect, and be elected, into office: that there shall be no hereditary rights, and the press shall be free.

The exercise of the government is vested in a legislature, consisting of a senate and house of representatives; a governor and council to execute the laws; and a judiciary to promote justice between man and man. The senate consists of 13 members, chosen annually by the people; the members must be possessed of a freehold estate of £. 200. The representatives are apportioned according to the population, every town which has 150 rateable polls being entitled to one representative; having 450, they are entitled to two. They are also elected annually, and must be possessed of a freehold of £. 100. The governor is, in



like manner, elected annually, and must be possessed of a freehold of £. 500. There are five counsellors, who are chosen annually, who must be possessed of freeholds of £. 300.

The following extract from the constitution ought to be generally known.

“ Knowledge and learning, generally diffused through a community, being essential to the preservation of a free government; and spreading the opportunities and advantages of education through the various parts of the country, being highly conducive to promote this end; it shall be the duty of the legislators and magistrates, in all future periods of this government, to cherish the interest of literature and the sciences, and all seminaries and public schools, to encourage private and public institutions, rewards and immunities for the promotion of agriculture, arts, sciences, commerce, trade, manufactures, and natural history of the country; to countenance and inculcate the principles of humanity and general benevolence; public and private charity, industry and economy, honesty and punctuality, sincerity, sobriety, and all social affections, and generous sentiments, among the people.”



## CHAPTER XIV.

*Vermont*

IS situated between  $42^{\circ} 42'$  and  $45^{\circ}$  north latitude, and  $3^{\circ} 38'$  and  $5^{\circ} 27'$  east longitude. It is 166 miles long, and its greatest breadth is 93 miles. Its area is about 10,237 square miles, or 6,551,680 acres.

This state is mostly hilly, but not rocky, and towards Canada it is level. An extensive chain of high mountains runs through the middle, nearly south and north, which abounds with elegant scenery. Among these there are beautiful and fertile valleys; and the whole is finely watered with springs. Lake Champlain and its waters divides the state from New York on the west; and the Connecticut river from New Hampshire on the east. There are several rivers towards Canada. No part of the state is on the seaboard.

Iron is found in abundance throughout the state. Lead, copperas, flint, and vitriol have been found, and the west side of the state abounds with marble.

This state, notwithstanding its mountains, contains a great deal of excellent soil.

The climate is similar to New Hampshire.

The territory composing Vermont, was long claimed by the adjoining states of New Hampshire and New York; but the inhabitants wished it to become an independent state in 1777, and the *green mountain boys*, as they were



called, took a very active part in the war of the revolution; but they did not succeed in establishing their claim of independence till 1791, when they were admitted, a 14th state, into the union. The state constitution was adopted in 1793, and Vermont now sends two senators, and four representatives, to congress.

The state is divided into 12 counties, and 245 townships, of six miles square. The population, by the census of 1800, was 154,465, being upwards of 15 to the square mile.

Vermont being off the seacoast, or, as it is sometimes termed, far from a market, there are no large commercial cities; but there are a number of little towns, few of which have more than two thousand inhabitants.

MONTPELIER is the seat of government, and contains 1500; Bennington 2250, Windsor 2200, Rutland 2130, Newbury 2000, Manchester 2000, Newfane 1700, St. Albans 1400, Middlebury 1260, Burlington 1100, St. Hero 1000, Craftsbury 1000, Brunswick 1000.

The great business of the state is agriculture, in which the inhabitants are said to have made considerable progress. The soil is generally more productive than that of New Hampshire. The produce is nearly the same. The brows of the mountains answer well for grazing, and they raise great stores of beef and pork, with excellent butter and cheese for market; and of late they have made great progress in raising sheep and wool.

The principal manufactures are of the domestic kind, consisting of wool and flax for family use. Iron is manufactured, and a considerable quantity of pot and pearl ashes.



The only external trade of Vermont is with Canada, and the exports, in 1805, amounted to 169,402 dollars; but the state has a considerable commerce, through the medium of its rivers, with New York, Hartford, and Boston.

The inhabitants are represented, by travellers whom I have conversed with, as being hardy, robust, full-featured, and florid in their complexions. As they are mostly all agriculturalists or mechanics, they are independent in their sentiments, and, their wants being mostly supplied among themselves, they are not subject to great vicissitudes of fortune, and are generally wealthy in proportion as they are industrious. The system of education partakes of this equality: they have two seminaries for the higher branches of education; but the chief object of the legislature has been to provide for the general diffusion of knowledge, by having *common schools* in every township: a plan highly praiseworthy, and which every community ought to imitate.

The declaration of rights is nearly the same as that of New Hampshire; but they have an article declaring that no male born in the country, or brought over sea, can be held in bondage after 21, and no female after 18 years of age.

The plan of government is legislative, executive, and judiciary. The legislative power is vested in representatives chosen annually, every free male of 21 years and upwards, who pays taxes, having a vote. The executive is vested in a governor, lieutenant-governor, and council of 12, chosen annually in like manner. And in order "that the freedom of the commonwealth may be kept inviolate for ever," a council of censors is chosen once in



seven years, whose duty it is to see that the constitution has been preserved inviolate; whether the taxes have been paid, and the public monies properly disposed of; whether the public servants have done their duty, and the laws been duly executed; and they are empowered, if they judge it necessary, to call a convention, to meet two years after their sitting, to revise and amend the constitution.



## CHAPTER XV.

*Cambridge,—Worcester,—Springfield,—Suffield.*

HAVING taken my leave of a number of kind friends, with whom I had associated during my stay in Boston, I engaged a passage by the mail stage for New York, and was called to take my place on the 4th of September, at 2 o'clock in the morning. It is the practice here for the driver to call on the passengers before setting out, and it is attended with a considerable degree of convenience to them, particularly when they set out early in the morning. The mail stages here are altogether different in construction from the mail coaches in Britain. They are long machines, hung upon leather braces, with three seats across, of a sufficient length to accommodate three persons each, who all sit with their faces towards the horses. The driver sits under cover, without any division between him and the passengers; and there is room for a person to sit on each side of him. The driver, by the post-office regulations, must be a white man, and he has the charge of the mail, which is placed in a box below his seat. There is no guard. The passengers' luggage is put below the seats, or tied on behind the stage. They put nothing on the top, and they take no outside passengers. The stages are slightly built, and the roof suspended on pillars; with a curtain, to be let down or folded up at pleasure. The



conveyance is easy, and in summer very agreeable; but it must be excessively cold in winter.

There was an Englishman, a facetious, merry fellow, who lodged at Chappotin's, and took his passage along with me. On taking our places, we found a lady passenger already in the stage, and our company was afterwards augmented by three more, namely, a gentleman from the West Indies, one from Hudson, and a young lady. By the time we got all the passengers and the mail *on board*, it was 3 o'clock, at which hour we set out from Boston by West Boston bridge; and three miles beyond it we passed through CAMBRIDGE, which, at that early hour, I could not see, but I learned that the situation is handsome, and that it contains a university, which is reputed the best literary institution in the United States. It was established in 1638, and has now four large buildings, with accommodations sufficient to contain upwards of 200 students, who attend it annually, and are instructed in all the various branches of human knowledge. Attached to the institution are a philosophical apparatus, a small museum, and a very extensive library. The village of Cambridge contains about 1000 inhabitants. The houses are mostly built of wood. The public buildings are, besides the university, a court-house, an episcopal, and a congregational church.

We travelled 13 miles before we had fair day-light, during which, we passed through Watertown and Waltham, to Weston. It is to be observed, that towns, in the New England states, do not always imply a collection of houses in one place, sufficient to form a village. The whole country is divided into districts, of about six miles square each, and these are called towns, whether they be thickly



settled or not. The arrangement of these towns, is somewhat assimilated to the parishes in Scotland, having each a separate jurisdiction within itself, which regulates the affairs of religion and of education, and makes provision for the poor. They are also of great importance in the elections, which are conducted throughout the whole state in one day, the people voting in their respective towns, which has a tendency to prevent all bustle and confusion. In travelling through the country, you go from one town to another, and are never out of one; it is, therefore, only where the towns contain villages, that I mean to notice them, and, in giving the population, it is to be observed, that it includes the whole of the township, that being the mode in which the census is taken. WESTON, which I last noticed, contains about 1200 inhabitants. The country is said to be well cultivated and thickly settled, all the way from Boston.

We could now see one another's faces, and the morning being clear and healthy, we were in high spirits, and disposed for enjoyment. One of our lady passengers was a beautiful country girl, but we learned that she was to travel with us only 28 miles; and our facetious Englishman seemed disposed to improve the time by orations in favour of her eyes, or *beautiful twinklers* as he called them. They certainly were very pretty, and she had a blooming look, the indication of a *blythe heart*, according to the Scots proverb. The other lady, we learned, was travelling to Springfield, 80 miles; but she was quite eclipsed by her fair companion, and came in for no share of the Englishman's compliments, while the other remained with us.

From Weston, we passed through a thickly settled and well cultivated country, by Sudbury, Marlborough, and



Westborough ; and, 45 miles from Boston, we arrived at WORCESTER.

This is a pretty place, and said to be one of the largest inland towns in the state. It is the capital of a county to which it gives the name, and is situated in a pleasant valley, mostly on one street, which is broad and handsome. The houses are generally of wood, painted white ; and are in number about 400. The inhabitants amount to about 2500. The public buildings are a court-house, jail, and two congregational churches. They have a pretty extensive inland trade at this place, and the printing-business has been long established here by a Mr. Thomas, who is reputed to be the oldest printer in America. It is proposed to open an inland navigation between this place and Providence, distant about 40 miles, and if it should take place, it is supposed that it will be attended with great advantage.

From hence we passed through Leicester and Spencer, and, getting into a hilly country, we continued our course to BROOKFIELD, about 21 miles from Worcester. This is a handsome post-town, situated on Quebang river, 20 miles above its junction with Connecticut river ; and in a rich, fertile country, abounding in grain, grass, fruits, and vegetables. It contains nearly 3000 inhabitants, and has four places for public worship. The river abounds with fish ; and the country round contains great quantities of iron ore.

Seven miles from hence we reached Western, 73 miles from Boston ; and here day-light having failed us, my observations on the scenery of the country were terminated for the day.



This was the first inland journey I had made in the northern states, and I was highly delighted with every thing I saw, which formed a perfect contrast to Georgia; and the villages, the fields, the farm-houses, the gardens, and the orchards, far surpassed what is to be generally seen even in "Scotia, my dear, my native soil." The inhabitants every where appeared to be industrious, contented, and happy; and I found them always civil and well-bred, and ready to give me every information.

Our company were lively and cheerful. Our facetious Englishman was quite in high spirits; and jocularly threatened to have me denounced as a spy. I retaliated by threatening to have him denounced as a flatterer of the fair sex, of whom he seemed determined to spare neither age, features, nor complexion; for the *beauty* having left us, and ceasing to allure him by her "witching smile," the other lady, whom I did not think handsome, came in for an extravagant share of compliment. "The night drave on wi' sangs an' clatter." Our West Indian, who was a Yankee by birth, entertained us with a history of *bundling*; and we had a vast variety of songs, among which was "Yankee Doodle."

In prosecuting our journey to Springfield, we stopped at a small tavern to change horses, and in the mean time went into the house to warm ourselves, for the evening had become cold. In passing through the parlour we saw a tall, elegant girl, to whom our gentlemen began immediately to make love; but I prosecuted my way to the kitchen fire, where there sat another young girl, and she was beautiful. She was dressed in substantial homespun, but very clean, and was knitting a stocking. Her age might be about 16, and her name was *Lucretia*. I entered into conversation



with her, and her voice was as sweet as her countenance. I was delighted with her appearance. At length in came the other passengers with a bang; and our facetious friend, who seemed to have reserved the very quintessence of his talent for compliment for the occasion, began an oration about fine arched eye-brows, aquiline noses, and beautiful twinklers, which probably would have lasted half an hour, had we not been called away to take our seats in the stage. We soon observed that all parties were not pleased, for we heard the Yankee lads grumbling as we passed them; and the Yankee lady passenger observed, with a toss of her head, that she could not see what we all had to make such a fuss about.

At 10 o'clock we reached SPRINGFIELD, said to be a handsome and thriving town, situated on the east side of the Connecticut river, 97 miles from Boston. It contains about 1500 inhabitants, who carry on a considerable inland trade; and have established a respectable manufactory of fire-arms. The public buildings are a court-house and a congregational church.

The CONNECTICUT RIVER, on which Springfield is situated, is one of the most considerable and important in the United States. It rises on the high lands which separate the states of Vermont and New Hampshire from Upper Canada; and pursuing a course a little to the west of south, falls into Long Island Sound; its length, including its windings, being about 300 miles. It forms the boundary line between Vermont and New Hampshire, and passes through the interior of Massachusetts and Connecticut. Its banks are highly cultivated and thickly settled, through its whole course. There is a bar at its outlet, on which there is only 10 feet water, and interiorly it is much ob-



structed by falls; but it is navigable for sea vessels to Hartford; and there is a great trade on the river above that place; particularly downwards, in flat-bottomed boats. The river abounds with salmon, and other fish. It is in contemplation to improve the navigation by locks at several places, and to connect it with Merrimac river, distant 50 miles, by a canal.

Having crossed this river, the road runs nearly along its west bank, 10 miles, to SUFFIELD, in Connecticut, where we stopped for the night. Here I suspend my account of the journey to take a short review of the interesting state of Massachusetts.



## CHAPTER XVI.

*Massachusetts*

IS situated between  $41^{\circ} 13'$  and  $42^{\circ} 52'$  north latitude, and  $3^{\circ} 28'$  and  $7^{\circ}$  east longitude. Its extreme length is 190 miles, and its greatest breadth 100. Its square contents is 8765 miles, being about 5,609,600 acres.

The face of the country is strikingly diversified. The coast, on the east side, is indented with bays, and studded with islands, which afford ample harbours for shipping; and support a hardy race of sailors and fishermen. Toward the middle the surface is agreeably uneven, and the west swells out into mountains, some of which are of very considerable height. The state is well watered, abounding in rivers and small lakes. The principal rivers are Connecticut and Merrimac, already noticed.

The principal mineral is iron, of which the state produces a great quantity. A copper mine has been discovered; and there are considerable quantities of clays and ochres, and slate, marble, and limestone.

The soil is various. Toward the sea-coast it is sandy and barren. In the interior it improves; and toward the western parts, where the country is hilly, it is best adapted for grazing. Wheat crops are not abundant, but it produces Indian corn, rye, barley, and oats. Vegetables and fruit come to great perfection, and are of much value



in the state. Flax and some hemp are cultivated; and hops grow luxuriantly.

The climate is very much assimilated to that of Rhode Island. Toward the west, the winters are more cold and severe than on the coast, but the weather is more steady, and the whole is healthy.

Massachusetts was first settled, in 1620, by a colony of puritans from Holland, who had been driven thence from England, 20 years before. These arrived and settled at Plymouth; and eight years thereafter, another colony arrived from England, and settled at Salem. These colonies soon encreased, and laid the foundation for a powerful state, now one of the first in the union. The revolution originated in Massachusetts, which bore an active share throughout the war. It now sends 17 representatives and two senators to the congress of the United States.

Massachusetts proper, is divided into 12 counties and 279 townships. The inhabitants, by last census, amounted to 422,845, being about 48 to the square mile.

The state is well cultivated and abounds with wealth. Boston is the capital, and the next town in importance is Salem. These, and several others, have been noticed. Of the remainder, the most important is *Marblehead*, a sea-port containing upwards of 5000 inhabitants. Newburyport, is a handsome sea-port, containing nearly 6000 inhabitants, and has several manufactories, and a large shipping trade. *Ipswich* contains 3000 inhabitants; and *Concord*, a flourishing town on Concord river, is remarkable as being the place where the provincial congress held their deliberations during the war. Taunton, Northampton, Stockbridge, Pittsfield, and Barnstable, are all towns of considerable note. The state is intersected in every di-



rection with good roads, and the bridges are numerous and very important.

The greater part of the manufactures have already been enumerated in the account of Boston; but it may be noticed, that, in the interior, there is a vast variety of *domestic manufactures*; and several others upon a larger scale, particularly of woollen and cotton.

The exports of the state are provisions, timber, ashes, flax-seed, bees-wax, fish, oil, saddlery, cabinet-work, boots and shoes, nails, tow-cloth, iron utensils, glass, spirits, &c. The imports are British manufactures, tea, wine, silks, spirits, coffee, cotton, &c. Commerce is pursued with an ardent spirit in the state; and it is said that Massachusetts owns more shipping than any other state in the union. The exports, in 1805, amounted to 19,435,657 dollars; but 14,738,606 dollars consisted of foreign produce, and, of the remainder, a considerable portion was that of other states. The state has very extensive fisheries, the product of which is annually of great value.

The state of society is a good deal assimilated to that of Rhode Island, described in the tenth chapter, with this essential difference, that slavery is totally abolished in all its branches. The air is, like that of Britain, "too pure for a slave to live in;" and, with regard to the white people, I think it is "more pure," for here they are all on an equal footing, having neither nobles, nor priests, nor rents, nor tythes. The religious matters, like the state of Rhode Island, and, indeed, all the other states, are managed by each religious sect in its own way, who are not suffered to interfere with the civil rights of their neighbours, so that the sting is drawn out of the tail of the scorpion of religious discord. No sect is elevated above another; and



all have reason to be thankful for the blessings they enjoy, in the protection of equal laws. The literary, humane, and other institutions are numerous, and exhibit a fair trait of the character of the inhabitants.

On the subject of literature, the constitution declares, that “wisdom and knowledge, as well as virtue, diffused generally among the body of the people, being necessary for the preservation of their rights and liberties; and as these depend on spreading the opportunities and advantages of education in the various parts of the country, and among the different orders of the people, it shall be the duty of the legislatures and magistrates, in all future periods of the commonwealth, to cherish the interests of literature and the sciences, and all seminaries of them; especially the university at Cambridge, public schools, and grammar-schools in the towns; to encourage private societies and and public institutions, by rewards and immunities, for the promotion of agriculture, arts, sciences, commerce, trades, manufactures, and a natural history of the country; to countenance and inculcate the principles of humanity and general benevolence, public and private charity, industry and frugality, honesty and punctuality in their dealings; sincerity, good-humour, and all social affections and generous sentiments among the people.”

Dr. Morse says, “According to the laws of this commonwealth, every town having 50 householders or upwards, is to be provided with one or more schoolmasters, to teach children and youth to read and write, and instruct them in the English language, arithmetic, orthography, and decent behaviour; and where any town has 200 families, there is also to be a grammar-school set up therein, and some discreet person, well instructed in the Latin, Greek, and Eng-



lish languages, procured to keep the same, and be suitably paid by the inhabitants. The penalty for neglect of schools, in towns of 50 families, is £.10; those of 100 families, £.20; and of 150, £.30.

The state government is vested in a senate and house of representatives, styled the General Court; a governor, lieutenant-governor, and council. The senators are 40 in number, and are elected annually in districts; and the voters must be possessed of a freehold estate of £.3, or any estate of the value of £.60. The representatives are elected annually, in townships: every corporate town containing 150 rateable polls elect 1, those containing 375 elect 2, those containing 600 elect 3, and so on, making 225 the number for every additional representative. The electors must be possessed of the same property as for senators. The governor is styled *his excellency*, and must be possessed of a freehold of £.1000. He is elected annually by those qualified to vote for senators and representatives. The lieutenant-governor is styled *his honour*, and must have the same qualifications, and be elected in the same manner, as the governor. The council consists of 9 persons, chosen from the senators by joint ballot of the senators and representatives.

The DISTRICT OF MAINE is politically connected with Massachusetts, and is of great extent, being about 250 miles long by 192 broad, and contains an area of 34,000 square miles, or 21,760,000 acres.

The first settlement took place about the year 1630; and the inhabitants, who have been greatly augmented by emigrations from the adjoining states, amounted, by the last census, to 151,719, being less than 4 to the square mile; but they are rapidly increasing.



There are a considerable number of towns on the coast, of which the chief is Portland, which contains nearly 4000 inhabitants, and has a great and increasing trade. *York* is the second in importance, and is a place of considerable business. *Hallowell*, *Wiscasset*, and *Machias* are considerable places, to say nothing of *Passamaquoddy*, a sort of *Land's End* in *Cornwall*, or *Johnny Groat's House*, at the very extremity of the Union, and which sends out a considerable number of small vessels.

The land on the sea-coast is stony and barren; but there are tracts of good land in the interior of the country, which produce grain and fruits, and the country is remarkably well calculated for grazing.

The principal trade consists in lumber and fish, of which the inhabitants carry great quantities to the sea-ports of America, and to the West Indies. The manufactures are principally of the domestic kind.

The state of society is nearly the same as in Massachusetts.

The face of the country is hilly, but not mountainous; and the coast is completely indented with bays and rivers. The winters are long and severe, with clear, settled weather. The summers are short, but very agreeable. Of spring there is hardly any; but the autumns are generally clear and healthy.



## CHAPTER XVII.

*Hartford,—Newhaven,—Stamford.*

SEPTEMBER 5. We resumed our journey this morning at 3 o'clock, and travelled towards Hartford, keeping near the banks of the river. The morning was serene and clear, but a little cold. We could see nothing of the country at that early hour; but we were informed that it was handsome, and well improved. The road is level and good. Ten miles from Suffield, we passed through *Windsor*, a pleasant town, situated on Windsor Ferry River, which we passed by a wooden bridge. We now had day-light, and an agreeable journey for six miles farther, to Hartford, which we reached at 7 o'clock, to breakfast.

HARTFORD is a handsome city, the capital of Connecticut, and is, alternately with Newhaven, the seat of legislation for the state. It is situated on Connecticut River, at the head of sloop navigation, 50 miles above Long Island sound. It is regularly laid out, the streets crossing one another at right angles; but they are not paved, and, when I saw them, they were very muddy. The city consists of about 400 houses, and contains between 3 and 4000 inhabitants\*. The public buildings are the State-House, an elegant edifice, two congregational churches, and one

\* By the census of 1810, they were 3,955.



episcopal church. The citizens carry on an active commerce, in all the products of the state, to the southern states and the West Indies; and they have a large share of country trade. Considerable manufactures are carried on with spirit, and are increasing. The markets are well supplied with wholesome provisions, which are sold at reasonable rates.

On leaving the city, we got an addition to our company, of some students going to Newhaven, and some young ladies; and we had a great deal of entertainment from the remarks of our facetious Englishman, who began by questioning the students, why the citizens of Hartford had not paved the streets. They gave some account of it, which I do not recollect; but it was not satisfactory; and one of our company attempted to solve the difficulty, by alleging that it was probably with a view of encouraging the growth of the young women. He had remarked, that the young ladies of Hartford were uncommonly tall, and, as sap and soil were very necessary to the growth of vegetable substances, and the citizens of Hartford were a philosophical people, and "full of notions," it was likely they had tried the experiment with the animal creation, and had succeeded. The students were highly diverted, and laughed heartily at what they called his odd "notion." The ladies in the stage were *too young* to attract the attention of our friend; but many a remark did he make on those we passed, who, "to conceal nothing," as Goldsmith says, "were certainly very handsome." The weather was delightful, and the view of the country was highly gratifying. The fields were well cultivated, abounding with fruits of all sorts; and we purchased from a countryman, *en passant*,



a whole basket full of peaches for a mere trifle, which kept us well supplied in fruit the whole way to Newhaven.

We took, as we were informed, a new road, and, passing several villages of inferior note, we reached Wallingford, 26 miles from Hartford, about 12 o'clock. Here we had a delightful view, and were informed that this district was celebrated for raising onions, and that a company of young girls had cultivated that root so successfully, in a neighbouring town, that they had built a church with the proceeds. This account of the industry of the young women was highly gratifying, and we were really delighted with their blooming countenances, and the cleanly, substantial dress which they wore. It was plain and simple, but so much the better;

For loveliness

Needs not the foreign aid of ornament,

But is, when unadorn'd, adorn'd the most.

In our way towards Newhaven, we passed through a very elegant country, where we had a number of fine views; and we reached the great, enlightened city of Connecticut, at 2 o'clock. Here we stopped for dinner, and we had some little time to take a view of the town.

NEWHAVEN is a handsome city. The surrounding scenery is very fine, and the situation pleasant, and favourable for commerce. It is built on a considerable bay, on Long Island Sound, and covers part of a pretty extensive plain, having a river on each side of it. The streets cross one another at right angles, and there is a square in the middle, round which are the public buildings, which have a very handsome appearance. They are the colleges, State-House, three congregational, and one episcopal



church. I regretted that my time did not permit me to see the College, which is esteemed one of the best seminaries in the United States, and, by the citizens of Newhaven, is considered *the very best*. The city contains nearly 6000 inhabitants, who carry on a very active trade with New York and the West Indies; and they have established considerable manufactures, which are said to be in a thriving state.

We took our departure from Newhaven about 4 o'clock, and travelling thirteen miles through a pretty good tract of country, along the Sound, we reached *Milford*, a considerable town, having several churches, and from thence, through a country nearly similar, a few miles, we passed the *Housatonic River*, by a ferry. This river rises about the borders of Massachusetts, and running a south-east course, the whole breadth of the state of Connecticut, falls into the Sound a little below where we crossed it. It is navigable to Derby, twelve miles up, and above that is very important for mills and machinery; the country on its banks is said to be very romantic. Four miles from this river we passed *Stratford*, a pleasant town, and of considerable extent; and now day-light failed us, and terminated my observations.

We continued our course through *Fairfield* and *Norwalk*, said to be considerable and pleasant towns; and at 12 o'clock reached *Stamford*, 44 miles from Newhaven, where we stopped for the night. In our way, we passed a number of rivers of inferior note, and part of the country appeared to be rough, and the road very bad; but we were informed that a new line of turnpike road was in forwardness, and would soon be finished.



## CHAPTER XVIII.

*Connecticut*

**I**S situated between  $41^{\circ}$  and  $42^{\circ}$  north latitude, and  $3^{\circ} 20'$  and  $5^{\circ}$  east longitude. Its greatest length is 83 miles, and its greatest breadth 72. Its area is 4400 square miles, or 2,816,000 acres.

The face of the country is agreeably uneven. To the south the coast extends along the sound the whole length of the state, and has many fine inlets, which are highly advantageous to commerce. Towards the north-west the country swells out into high, broken, hilly lands, but there are no mountains. This hilly country is said to be very romantic. The state is remarkably well watered, abounding in small streams. The principal rivers are Connecticut and Housatonic, already mentioned; and the Thames. This last river is formed at Norwich of two branches, called Shetucket and Little rivers; and thence runs a due south course, 14 miles, to the sound. It has a fine harbour, at New London, and is navigable for small vessels to Norwich.

Iron ore is found in the state, in great abundance, and lead, copper, and zinc have also been discovered, though in no great quantities. Pit-coal has been found, but, I believe, not in sufficient quantity to induce the inhabitants to dig for it. There are a number of mineral springs in the state; the most important is in Lichfield county, which is



highly impregnated with carbonic acid gas, and sulphurated hydrogen gas; and is said to be very useful in curing various diseases, particularly dyspepsia, rheumatism, and those of the cutaneous kind.

The soil is various, some parts being poor and sandy, and some very fertile; generally speaking, there is a great deal of good land, and the state is remarkably well calculated for grazing.

The climate is subject to great and sudden changes, passing to the extremes of heat and cold; but it is very healthy, and the state abounds with remarkable instances of longevity.

The first settlement was made in the year 1633, by some Dutch and English traders with the Indians. In 1662, a charter was granted by Charles the 2d, which still serves as the basis of the state government; and which, from the ignorance of the British government, at that time, of the geography of the country, has involved some singular disputes about land titles. Connecticut bore an active share in the war for independence; and now forms a very important state in the union, sending two senators and seven representatives to congress.

The state is divided into eight counties and 107 townships. The population, in 1800, was 251,002, including 951 slaves, being about 57 to a square mile.

The country is highly improved, and abounds with handsome towns, villages, and farm-houses. There are five incorporated cities, viz. *Hartford*, *Newhaven*, *New London*, *Norwich*, and *Middletown*. The two first have been noticed. *New London* is handsomely situated on the Thames, and has an excellent harbour, and extensive trade. It contains upwards of 3000 inhabitants, and has



a bank, and three houses for public worship. *Norwich* is on the same river, at the head of navigation, and has numerous manufactures and an extensive trade. It contains nearly 3000 inhabitants, and has a court-house, a bank, an insurance company, an academy, and three places for public worship. *Middletown*, situated on Connecticut river, 15 miles below Hartford, contains about 2000 inhabitants, and carries on a considerable trade. There is a bank, an insurance company, a court-house and two places for public worship in the city. *Litchfield* is a fine town, containing upwards of 4000 people. It is beautifully situated in an elevated part of the state, and has a court-house, meeting-house, and academy. *Wethersfield* is the oldest town in the state, and is remarkable for the culture of onions. The other villages are numerous, the whole state being studded with them, containing from 500 to 1500 or 2000 inhabitants; among others may be mentioned *Danbury*, *Windham*, *Haddam*, and *Tolland*. The houses are generally built of wood, on a handsome plan, and are painted white; which gives the country an air of great cleanliness and neatness. This enterprising little state first set the example of making turnpike roads in New England, and these and other good roads are so abundant, that traveling is facilitated in all directions. There are a number of bridges in the state, some of them constructed at great expence, which are of great utility.

The agriculture of the state is in a condition which speaks volumes in praise of *equal* laws. There is no feudal system, and no law of primogeniture; hence there are no overgrown estates on the one hand, and few of those employed in agriculture are depressed by poverty on the other. The farms are generally from 50 to 500 acres,



cultivated by a hardy, industrious race, whose labour is rewarded by the blessings of heaven in "peace, and health, and sweet content." But it is said, that all the sons of Connecticut are not thus wise. There is a superabundance of the *learned* professions, particularly in the law department, who keep the state embroiled in litigation. "God made man upright, but they have sought out many inventions." The produce of the state is wheat, rye, Indian corn, oats, barley, buck-wheat, flax, a large quantity, and some hemp, with a great variety of vegetables, and fruit. The soil is well adapted to grazing, and vast quantities of cheese and butter are made; and much *pork* is cured. Cyder is also made in great plenty and perfection.

The farmers of Connecticut, and their families, are generally dressed in cloth of their own manufacture, which is substantial and good; and there are considerable and very important manufactures, on a larger scale, throughout the state, viz. woollens, linens, cottons, leather of every description, hats, stockings, paper, wire, bells, soap, candles, oil, clocks and watches, earthen and stone ware, chaises, harness, &c.

The state has a very considerable coasting and foreign trade. The exports, in 1805, amounted to 1,443,729 dollars. They are principally to the West India islands, consisting of live stock, timber, grain, fruit, fish, and provisions. The imports consist of manufactured piece goods of the finer kinds, wines, and groceries.

The population of Connecticut consists of farmers, mechanics, manufacturers, ministers of religion, instructors of youth, doctors of medicine, and lawyers. There are no idle people to be seen, although it is said that too many



are engaged in the learned professions, and Connecticut sends out a full proportion of *luminaries* annually, to enlighten other states. Education is upon an excellent footing, and the school fund is more ample than that of any other state. The college at Newhaven, which is named *Yale College*, has been already noticed, and academies have been established at Greenfield, Plainfield, Canterbury, Norwich, Windham, and Pomfret. The law directs that a grammar school shall be kept in every county town throughout the state; but the great, popular, and permanent advantage on this branch, arises from the establishment of schools in every township, being an arrangement similar to the parish schools of Scotland, and which produced similar effects, a general diffusion of knowledge, "steady habits," and sobriety of manners. In religion, the form of church government is generally congregational or presbyterian, but every other form may be freely exercised. The form of government is derived from the ancient charter; by which the legislative authority is vested in a governor, deputy governor, twelve assistants or counsellors, and the representatives of the people, styled the *General Assembly*. They are divided into two branches, of which the governor, deputy governor, and assistants form one, and the representatives the other; and no law can pass without the concurrence of both. The governors and assistants are chosen annually, and the representatives, who must not exceed two for each town, are chosen twice each year. The suffrage is universal, every freeman who is of age having a vote, without regard to property.



## CHAPTER XIX.

*Horseneck,—Harlem,—New-York.*

SEPTEMBER 6. This morning, at 3 o'clock, we took our seats in the stage. I was diverted by a dialogue between the two drivers, in which the word *guess* occurred so frequently, that I could hardly hear any thing else. "I *guess* this string's not long enough. "O yes, I *guess* it is." O yes, I *guess* I'll make it do." "There,—I *guess* you've fixed it." "Yes, I *guess* you *guess* right." Leaving Stanford we passed several creeks. The morning was raw and foggy. At the dawn of day, we reached a considerable rising ground, called *Horseneck*, and we alighted, and walked up the hill, by a winding road. Here we were told a singular anecdote of Major Putnam. A part of the British army, were encamped not far from this hill, and the major went to the top of it, in a fog, to reconnoitre; just as he reached the top, the fog cleared away, and he found himself close by a corps of British cavalry, who immediately pursued him. He clapped spurs to his horse, and, not having time to keep the road, galloped right down the hill, and, strange to tell! reached the plain unhurt; and thus eluded his pursuers. A few miles from thence we passed Byram River, and entered the state of New York.



The first township we came to in this state was Rye, containing about 1000 inhabitants. The soil appeared pretty good, but the face of the country is rough and stony. We continued our course through East and West Chester, both considerable townships; near the last is a manufacture of earthen ware, said to be in a thriving state. The soil in this district seems to be poor and sandy; but we were informed it was well calculated for sheep and cattle, the flocks of which were encreasing.

Nine miles from New York, we passed into York Island, by a wooden bridge, at Harlem; and, continuing our course through the middle of the island, which abounds with numerous villas and pleasure-grounds, generally the property of the merchants of New York, we reached the city at ten o'clock. I was highly gratified by my tour to the New England states.

I continued in New York, transacting various mercantile business, until the 25th of September; during which time, I again called on Thomas Paine, in company with his friend, formerly mentioned. Paine was still at the house of Mrs. Palmer, but his leg had got much better, and he was in good spirits. News had arrived that morning, that a peace had been concluded between France and England; but Paine said, he did not believe it; and again affirmed, that while the present form of government lasted in England, there would be no peace. The government was committed in a war system, and would prosecute it as long as they could command the means. He then turned up a newspaper, which had recently been established at New York, and, after reading several paragraphs, he observed that he could not understand what the editor was *driving at*. He pretended to be a great friend of



Britain, and yet he was constantly writing against peace, and the best interests of the country ; and in place of being guided by the plain dictates of common sense, he aimed at flowery, embellished language, and glided away into the airy regions of speculative nonsense, more like a madman than the editor of a newspaper. After a good deal of general conversation, we took our leave.

A few days thereafter, his friend handed me a piece in MS., intended for the newspapers ; and requested me to copy it, and keep the original ; and as Paine has made a great noise in the world, I shall here insert it, as a relick of an extraordinary political character, and as a very good specimen of the acuteness of his mind, and his turn for wit, at the advanced age of 70.

*“ For the Citizen.*

“ It must be a great consolation to poor Mr. ——’s friends, if he has any, to hear that his insanity increases beyond all hopes of recovery. His case is truly pitiable : he works hard at the trade of mischief-making ; but he is not a good hand at it, for the case is, that the more he labours, the more he is laughed at, and his malady increases with every laugh.

“ In his paper of Thursday, September 18th, the spirit of prophecy seizes him, and he leaps from the earth, gets astride of a cloud, and predicts universal darkness to the inhabitants of this lower world.

“ Speaking of the rumours of peace between France and England, he says, ‘ we will not believe it till we see it gazetted (meaning in the London Gazette), and then,’ says he, ‘ we will aver, that the sun which dawns upon that



event will be the darkest that ever rose since the transgression of our first parents brought sin into the world.' This is the first time we ever heard of the sun *shining* darkness. But darkness or light, sense or nonsense, sunshine or moonshine, are all alike to a lunatic.—He then goes on. 'In a continuance,' says he, 'of war only can Britain look for salvation. That star once extinguished, all will be darkness and eternal night over the face of the creation.'—The devil it will! And pray, Mr. —, will the moon *shine* darkness too? and will all the stars *twinkle* darkness? If that should be the case, you had better sell your press, and set up tallow-chandler. There will be more demand for candles than for newspapers, when those dark days come.

"But as you are a man that write for a livelihood, and I suppose you find it hard work to rub on, I would advise you, as a friend, not to lay out all your cash upon candle-making, for my opinion is, that, whether England make peace or not, or whether she is conquered or not conquered, that the sun will rise as glorious, and shine as bright on that day, as if no such trifling things had happened."

It appeared in the sequel, that Paine was correct in his opinion, and the editor was gratified in his wish—there was no peace.



## CHAPTER XX.

*New York.*

THIS interesting state is situated between  $40^{\circ} 33'$  and  $45^{\circ}$  north latitude, and  $3^{\circ} 43'$  east, and  $2^{\circ} 43'$  west longitude; its extreme length, from east to west, being 340, and extreme breadth, from north to south, 317 miles; but it is very irregular. The square contents amount to about 52,125 square miles, or 33,360,000 acres; being 18,000 square miles larger than Scotland.

There is a vast variety in the face of the country. Long Island and Staten Island are situated at its southern extremity, and are interesting. The state is bounded by Connecticut on the east, New Jersey on the west, extending in breadth to the highlands, with an agreeably uneven surface. From the highlands, about 50 miles above New York, the state is hilly, in many places mountainous, and the hills continue to the extremity of the state northward, and to Utica westward. From thence to its western extremity, nearly 300 miles, there is a most elegant country, rich and well watered, having spurs of the Allegany mountains on the one side, and on the other the lakes Ontario and Erie, two of the finest sheets of water in the world. The lakes are so numerous, that the bare mention of the names of the most important must suffice in this place. Besides the large lakes, there are *Lake Champlain*, *Lake George*, *Oneida*, *Onondago*, *Skeneateless*, *Owasca*, *Ca-*



*yuga*, *Seneca*, *Canandagua*, and *Chataughque*. The principal rivers are the *Hudson*, the *Mohawk*, the *Oneida*, and the *Genesee*. The *Hudson* rises in the mountains, above the 44th degree of north latitude, pursues a south course about 250 miles, and forms a junction with the East River at New York. This river is navigable for sea vessels through the mountains to Albany and Troy; and for smaller vessels, a considerable way above Troy. The tide flows 165 miles up this river. The *Mohawk* rises near Oneida Lake, and, running a south-east course upwards of 100 miles, falls into the Hudson 8 miles above Albany. The navigation of this river is obstructed by the Cohoes falls, near its outlet, and the little falls about 70 miles above that; but goods and produce are carried by land between Albany and Shenectady, 15 miles; and there being a canal round the little falls, the navigation is complete to the portage near its source, where it communicates by another canal with Wood Creek, and from thence with Lake Ontario. *Oneida River* has its source in Oneida Lake, from whence it runs about 40 miles to Lake Ontario. It is navigable by boats to the falls, where there is a portage, from whence it is again navigable to the lake, and thence, through Wood Creek and the portage, to the Mohawk River. This river is of great importance, as it forms part of the chain of communication between the Hudson and the lakes; and, through the medium of Seneca River, it may, in process of time, form also an important communication between Lake Ontario and the smaller but very important lakes in the interior of the country. *Genesee River* rises in the state of Pennsylvania, and, running a northern course through the Genesee country nearly 100 miles, falls into Lake Ontario. The



navigation of this river is obstructed by falls; but it abounds with mill-seats, and has rich, fertile banks. The great *River St. Lawrence* bounds the state on the north, to the east of Lake Ontario, and receives several important streams in that district: and on the west is the Niagara River, the communication between Lake Erie and Lake Ontario, on which are the Falls of Niagara, one of the greatest wonders in the world. This river is navigable to within 9 miles of the falls; and again, from 2 miles above the falls to Lake Erie. The portage round the falls is 10 miles, and, were a canal cut, it would complete the navigation between the lakes, and open an inland navigation of greater extent than is to be found in the world. The head waters of the Allegany, Susquehannah, and Delaware Rivers are in the southern part of this state.

The state abounds with *iron ore* and *lead*; *copper* and *zinc* have been found in various places. Silver has been found, but in no great quantity. Marble abounds, and is of an excellent quality. Freestone and slate are in plenty. Plaster of Paris is found in great variety, and is used with good effect as manure. Isinglass and sulphur are common in many places; and coal has also been found, but in no great quantity.—The salt-springs at Onondago are very strong, and produce an immense quantity of that useful article. There are many sulphur-springs, and several air-springs, which last are probably the gas arising from the combustion of pit coal. There is a medicinal spring at Lebanon, which affords a pleasant bath, at the temperature of 72°, and is much frequented; but the most remarkable springs in this state, or, indeed, in the United States, are those of Ballston and Saratoga. These waters are highly medicinal, and are of great efficacy in dyspepsia and other



complaints; and are much frequented in the summer season.

The soil, in such an extent of country, must be various. The southern and eastern part is a dry gravel, mixed with loam, and is not very rich; the mountainous part is pretty well adapted for grazing, and there are rich valleys on the rivers. The whole of the northern and western part is rich and fertile, except a small portion bordering on the state of Pennsylvania, which, however, is interspersed with fertile lands.

The climate is also various. In that part which lies to the south of the highlands, it is remarkably changeable; it experiences all the regions of heat and cold, and sometimes a change of 30 degrees in the course of 24 hours. Among the mountains, and along Lake Champlain, towards Canada, the winters are long and severe, and the summers are sometimes very sultry and hot. In the western district, the climate is more temperate, and the winters are subject to a good deal of rain; but the whole country is healthy, the neighbourhood of ponds and undrained morasses excepted. The winter commences about Christmas, and ends with February; but March and April are sometimes cold months.

Captain Hudson, a Dutch navigator, discovered Hudson's River, in the year 1609, and about the year 1615, the Dutch took formal possession of the country, and formed a settlement, at the mouth of Hudson's River, called New Amsterdam, and another 160 miles up the river, called Fort-Orange. In 1664, Charles II made a grant of the country to his brother, the duke of York, and an army of 3000 men was sent to take possession of it, which they easily accomplished, and changed the name of New



Amsterdam to *New York*, and Fort Orange to *Albany*. In 1774, New York took an active part in the revolutionary war, and sent four delegates to the general congress. The state constitution was framed in 1777, and revised as it now stands in 1801. The state sends two senators and 17 representatives to congress.

The state is divided into 43 counties, and about 300 townships. The population in 1800 was 586,203 including 20,613 slaves; being about 11 to the square mile.

This state has progressed rapidly in population, wealth, and improvements. There are four incorporated cities, of which New York, already noticed, is the chief. The others are *Albany*, *Hudson*, and *Skenectady*.

ALBANY is the seat of government, and contained, by the census of 1800, about 7000 inhabitants; but they have since much increased. It is a place of considerable trade, and fast rising into importance.

*Hudson* is situated at the head of ship navigation, and, though only laid out in 1784, such has been the rapidity of its growth, that it contained, by the census of 1800, nearly 3000 inhabitants. They have here a very considerable trade, and elegant packets to and from New York.

*Skenectady* is a handsome, well-built city, on the Mohawk river, 16 miles from Albany, and, by the census of 1800, contained 5289 inhabitants. It is a place of considerable trade, and has a bank, a college, and three places for public worship.

The other most important towns and villages are *Newburg*, *Poughkeepsie*, *Troy*, *Lansingburg*, and *Waterford*, on the Hudson; *Utica*, *Herkimer*, and *Rome*, on the Mohawk; and *Skeneateless*, *Geneva*, *Canandaigua*, and *Buffalo* to the westward. The houses are generally substan-



tially built, and are a good deal similar to those in the New England states. The roads, bridges, and canals are numerous, and of great importance.

The agriculture of the state is far advanced. The staple commodity is flour, of which a vast quantity is made annually for exportation; and the state raises all the other kinds of produce, mentioned in the account of the New England states.

The manufactures of the state are considerable, and increasing; particularly the articles of glass, ashes, iron-ware of various descriptions, leather of all kinds, hats, carriages, paper and printing, pottery ware, umbrellas, mathematical and musical instruments. The commerce of the state is exceedingly extended, and has been alluded to in the account of New York; besides which, there is a great commerce on the lakes and the St. Lawrence, with Canada.

The society in this state is very mixed. The city and southern part of the state, and along the Hudson and Mohawk rivers, are mostly of Dutch, Scottish, and Irish extraction. To the west, the majority are New Englanders; but the whole harmonise and unite in this free country, and will soon form one mass of republicans. Education was, for a time, considerably neglected; but it is now well attended to, considerable funds being appropriated to the support of it. There are several colleges in the state, and many academies: a taste for knowledge is increasing, and with it will increase the good sense of the community, and every useful art.

The government of the state is vested in a governor, lieutenant-governor, senate, and house of representatives. The governor and lieutenant-governor are elected for three years; the senators for four; and the assemblymen are



chosen annually. The necessary qualifications for the electors, are six months residence in the state previous to the election ; the possession of a freehold of £. 20 value, or to have rented a tenement of the value of 40 shillings yearly ; and to have been rated on the polls, and actually paid taxes to the state.

The funds of this state are reported to be in a most flourishing situation ; and such is the increase in wealth and population, that it is considered one of the most important states in the union.



## CHAPTER XXI.

*Jersey,—Brunswick,—Princeton,—Trenton.*

WEDNESDAY, September 24. Having finished my business in New York, I took leave of my friends, and crossed Hudson's river, at 8 o'clock in the morning. The day was dull and cloudy, so that I could see but little; but being quite in the humour for making inquiries regarding this extensive country, I took my place on the fore-seat beside the driver. It surprised me to observe how well informed this class of people are in America. In my journey through the New England states, I was highly gratified by the prompt and accurate answers which they made to my questions; and I resolved to follow the same plan of obtaining information throughout my tour.

We took our departure at 9 o'clock, from a little town called Jersey, which is the landing-place from New York, and travelled a few miles through a country rather stony and sandy, to *Bergen*, a small village having a church, and said to be inhabited mostly by Dutch people. A little further on, we reached Hackensack river, which we passed by a toll-bridge, and immediately entered into a very extensive swamp, through which the road is cut at a considerable expence. This swamp is said to be 50 miles long, and about four broad, and abounds with grass of a very strong kind, but it must be difficult to gather it. We saw, however, that it had been all cut during the summer. We



were much molested with musquetoës of a very large size, during our passage through it; soon after which we passed the Passaic river, and arrived at Newark, nine miles from New York.

*Hackensack* river rises in New York state, and running a south-east course falls into Newark bay, a little below where we crossed it. It is navigable 15 miles up the country. *Passaic* river rises in the interior of the country, and running upwards of 50 miles, by a very winding course, falls into Newark bay. It is navigable about 10 miles; and, about 14 miles from its outlet, there are falls on it of 70 feet perpendicular, which form one of the greatest curiosities in the state, and constitute a fine situation for mill-seats, at which a cotton manufactory has been recently established.

Newark is a beautiful village, regularly laid out in broad streets, on a fine plain, and contains nearly 2000 inhabitants. The public buildings are two places for public worship, a court-house, and academy. Considerable manufactures are carried on here, particularly of leather. The inhabitants have likewise a pretty extensive inland trade; and have a bank to facilitate their commercial operations. The country is well cultivated in the neighbourhood, and Newark is remarkable for the goodness of the cyder, of which a large quantity is made here annually.

Six miles beyond Newark is Elizabethtown, containing two churches and an academy. It is a pretty little place, and the land in its neighbourhood is fertile, and well cultivated.

Ten miles from thence, through a pretty fertile country, we reached *Woodbridge*, a small village, where we stopped for dinner, at 1 o'clock. The day was rainy and disa-



greeable, so that there was no great pleasure in viewing the country ; and as to amusement in the stage, I could get none, for there was a surly-looking man from Charleston, who engrossed all the conversation, and his whole talk was about cotton, and he spoke as if nobody knew any thing of the matter, but himself.

At half-past three o'clock, we reached Brunswick, 36 miles from New York, where we crossed the Rariton River, by a wooden bridge. This is one of the most considerable rivers in New Jersey. It rises about 30 miles above this, and, running a south-east course, falls into Rariton Bay at Amboy. It is navigable to this place, by which means a great trade is carried on with New York.

BRUNSWICK is an incorporated city, containing about 3000 inhabitants. The greater part of it is low, and it is not very handsome, but seems to be improving. It was originally settled mostly by Dutch people, and there are three Dutch churches. The other public buildings, worthy of notice, are the Court-House and Academy ; which last is said to be a very thriving seminary. The lands in the neighbourhood appear rough and rocky ; but we were informed that they raised pretty good crops, particularly of grass, which had, throughout the whole of this district, flourished very much of late, in consequence of the application of *plaster of Paris*.

The afternoon continued wet, and the road was very bad, through a level country, about 14 miles, when we passed a small place called *Kingston* ; from whence the road is much improved, and proceeds through a fine country, and by an easy ascent, about three miles, to *Princeton*, which we reached a little after dark. We should have stopped here for the night ; but there was a



*Commencement ball* at the stage-house, and we were informed that we must move on to Trenton, albeit the night was wet and dark, and we were sufficiently tired. I was mortified at this decision, for I wished very much to see the ball.

During the short time we stopped, I went into the ball-room, where the dance was going on, and almost the first object, that saluted my eyes, was Miss Gibbons, a dashing belle from Savannah. I thought myself at home. But I can't say I was so much pleased with the appearance of the "fair ones," as I was in Yankee-land. There was a great number of "elegant forms," and "handsome faces," but the dress was, generally speaking, showy, not neat—the indication of a bad taste; and the most of them had large, three inch diameter sort of rings in their ears, called by some of the students, not inaptly, "Cupid's chariot wheels." Nor did the dancing please me. The music was a French cotillion, to which they "*sprawled* and *sprauchled*," and *le tout ensemble* was the very contrast to those soul-inspiring reels and strathspeys, which animate our Scots girls, and set them in motion, "their feet as pat to the music as its echo." I entered into conversation with some of the students and young ladies who were bye-standers, who answered my enquiries with much affability; and I left the room with regret, when I was called to take my passage in the stage.

Of the town of Princeton I could, of course, see nothing, at that late hour, but I learned, that it is handsomely situated, on elevated ground, from whence there is a very fine view, through a well cultivated adjoining country. The number of dwelling-houses is about 100, and the college is reputed one of the best seminaries in the United States.



Having got a number of the students as passengers, the stage was crowded ; and, on our way to Trenton, it broke down, by one of the braces giving way. It is customary, in Britain, to provide against an accident of this kind, by having an iron chain, to supply the place of the brace ; and the contrivance being a very simple one, I thought it would have been adopted here ; but to my surprise there was no chain, and the defect was supplied by breaking down an honest man's fence, and thrusting a rail under the carriage, while the passengers stood almost up to the ancles in the mud, holding it up. Being fixed in this way, we jolted on to Trenton, which we reached near 12 o'clock at night.

TRENTON is the capital of New Jersey, and is situated on the Delaware river, 30 miles from Philadelphia, and 66 from New York. It is a handsome little town, containing about 200 houses. The public buildings are, the state-house, a court-house, and episcopal church, a presbyterian church, a quaker meeting-house, and methodist meeting-house.



## CHAPTER XXII.

*New Jersey*

**I**S situated between  $39^{\circ}$  and  $41^{\circ} 20'$  north latitude, and  $1^{\circ} 30'$  and  $3^{\circ} 5'$  east longitude. Its length is 145 miles, and its breadth 60. It contains 7920 square miles, being 5,068,800 acres.

The state extends along the sea-coast upwards of 100 miles, which, with the exception of the highlands of Never Sink, is low and sandy, but it is more elevated, and more diversified, towards the interior. The northern part swells out into high lands, and, towards the extremity of the state, there are considerable mountains. The principal rivers have been already noticed, and there are no other of any note, though small streams are numerous, and supply the state abundantly with mill-seats.

The state abounds with minerals; producing iron, lead, copper, gypsum, coal, and slate; and there are several useful clays and ochres.

About one-fourth part of the state is sandy and barren; there are in the southern parts extensive pine barrens, and cedar swamps. Large tracts of salt meadow run along Delaware bay, and the rivers which fall into the Atlantic. Along the rivers and small streams in the interior of the state there is much good land; and the hilly district abounds with fertile valleys.



The climate is strikingly different in the different sections of the state. In the northern part there is clear, settled weather, and the winters are excessively cold, but the whole is very healthy. In the southern part, particularly towards the extremity, the climate approaches to that of the southern states, and is subject to very sudden changes.

New Jersey was first settled by the Dutch, in 1618; but falling into the hands of the English, it was granted, along with New York, by Charles II, to his brother the duke of York. It was among the first states that acceded to the union, and sent five delegates to congress in 1774. It bore a very active part in the contest for independence, and was long the theatre of war, in which it suffered great losses and privations. It now sends two senators and six representatives to the congress of the United States.

The state is divided into 13 counties and 100 townships, and contains 211,149 inhabitants, including 12,422 slaves, being upwards of 26 persons to the square mile.

The principal towns have been already mentioned, besides which there are *Burlington* and *Bordentown*, two considerable places on the Delaware, and *Salem* and *Patterson*, in the interior; which last is a manufacturing town, at the falls of Passaic, already noticed, and is rising fast into importance. The country is pretty well improved by thriving farms, and the roads and bridges are numerous. I did not hear of any canals, but I learned there was one projected across the country from Brunswick to Trenton, which, if carried into effect will certainly be a great improvement, as it will complete the inland navigation between New York and Philadelphia.

New Jersey is settled with frugal, industrious farmers. The produce of the state is, wheat, rye, barley, oats, In-



dian corn, potatoes, and other vegetables, and a vast quantity of fruit; and butter and cheese are made in great quantities, for the supply of the New York and Philadelphia markets.

The inhabitants of New Jersey, except in the towns, make the greater part of their clothing, and there are several manufactories of cottons and woollens, on a large scale. Of iron, the manufactures are very extensive, and the quantity is considerable of leather, glass, and paper. The state has hardly any foreign commerce, nearly the whole being carried on through the medium of New York and Philadelphia. The principal sea-port is Amboy, but the direct exports, annually, amount to only a few thousand dollars. The state is supplied with foreign goods through the large cities already mentioned.

The general dissemination of knowledge through the state has not been attended to according to its importance. There are numerous seminaries for the higher branches of literature, but the state seems defective in common schools. I keep the parish schools in Scotland constantly in my mind, and I regret when the system for the instruction of of the *mass* of the people does not come up to that standard.

The government of this state is vested in a governor, legislative council, and general assembly. The council consists of one member, and the assembly of three members from each county, chosen annually by the people. The governor is chosen annually by the council and assembly. The qualification for a voter is £. 50. The state is prospering, and increasing in population and wealth.



## CHAPTER XXIII.

*Trenton bridge,—Bristol,—Philadelphia.*

THURSDAY, September 25th, we set out from Trenton, at 6 o'clock in the morning, and crossed the river Delaware by Trenton bridge. This bridge was finished in February last, and being one of the most elegant in the United States, and different in construction from any I have seen before, it merits a particular description. It consists of five arches of 194 feet span each, built of white pine, and supported on strong stone piers; the whole length is 970 feet; the breadth 36. The arches are elevated overhead by substantial rafters, and the platform, or carriage-way, is suspended by these arches, and forms a plane the whole length of the bridge. Above the top of the arches the roof is covered in, so as to secure the whole from the weather; and the carriage-way is divided into two sections, each of which is appropriated to travellers in one direction. At the entrance, passengers are directed to take the road on the right hand. Upon the whole, this is a very elegant piece of architecture. It was commenced in 1804, and is the plan of a mechanic of the name of Burr.

The Delaware is a noble river. Its head waters are in New York state, from whence it pursues a south-east course, forming the boundary between that state and Pennsylvania, about 60 miles, and thence forms the boundary between Pennsylvania and New Jersey, upwards of



100 more to this place, where there are falls, but of no great height. From hence it increases in breadth, during a course of 36 miles to Philadelphia, where it is a mile broad. As it proceeds downwards it gradually increases, and, 40 miles below Philadelphia, at Newcastle, it is two miles broad, thence it spreads out into a spacious bay, and falls into the Atlantic ocean 70 miles below Newcastle, its outlet being 25 miles wide. It is navigable for vessels of any burden to Philadelphia; for sloops and other small craft to Trenton, where it is obstructed by the falls; but above them it is navigable for boats upwards of 100 miles.

Immediately after passing this river we were in the state of Pennsylvania; and among the first houses that attracted my notice was Morrisville, the seat of general Moreau. It is a fine house, with elegant grounds about it, and I have no doubt but the general finds it a happy retreat from the turbulent scenes of Europe. I could not pass this place without a great variety of reflections. General Moreau bore an active part in the French revolution, and supported a character in arms, rivalled only by that of Bonaparte himself. He fought for republican principles, and braved every danger to establish them in his native land. His reputation rose with his extraordinary merit, and he was in the full tide of popularity in the republic, which he had served to establish, when, by a sudden transition of fortune, that republic vanished from the earth: his great rival in arms was elevated to a *throne*; and he was exiled to the banks of the Delaware. But happy, in my mind, is he who is thus exiled. A republican finds here A REPUBLIC, and the only republic on the face of the earth that ever deserved the name: where all are under the protection of equal laws; of laws made by THEMSELVES; where



every man "sits under his vine, and under his fig-tree, and none to make him afraid;" and where, far removed from the turbulence and din of maddened Europe, he can enjoy "health, and peace, and sweet content."

From Trenton bridge we travelled 10 miles, to Bristol. The road was good, and passes partly by the river side, through a level country, but the soil is rather sandy. The banks of the river are very beautiful, and adorned with many elegant villas. Bristol is a handsome village, on the banks of the river, and contains probably about 100 houses, many of them elegant. A few miles beyond Bristol we passed a considerable creek, and continuing our course near the river side, through a very fine country, we passed through *Frankford*, five miles from Philadelphia. This is an elegant village, containing about 100 houses, and is a place of considerable resort for the inhabitants of Philadelphia, in the summer season. A little beyond this we passed a rising ground, called Prospect Hill, where we had the first view of Philadelphia. The road here is broad, and well metalled with broken stones, which renders travelling pretty rough, but it is good upon the whole. The country is now rich and level, abounding in gardens and orchards; and exhibits every appearance of the approach to a great city. On entering the city, I was quite delighted with the regularity of the streets, and beauty of the buildings. The stage drove nearly a mile through the city, and I took up my residence at the Mansion-House Hotel, in Third-street.



## CHAPTER XXIV.

*Philadelphia.*

THIS city is situated between the Delaware and Schuylkill rivers, about four miles above their junction. It is laid out on an elegant plan, with streets crossing one another at right angles, and extends between the two rivers, being upwards of two miles in length, from east to west, and a little more than one mile in breadth. There are large suburbs to the north, and south, on the Delaware river, called the Northern Liberties, Kensington, and Southwark; and these extend upwards of a mile to the north, and half a mile south of the city, making the extreme length on the Delaware river nearly three miles. But the city is closely built to the westward only about a mile; the buildings on the remaining part, towards the Schuylkill, being very thinly scattered. It is however rapidly filling up in that direction. High or Market-street is about 100 feet broad, and running the whole length of the city, is terminated by the Schuylkill bridge to the west. A street of equal breadth, called Broad-street, crosses it in the middle, where there is a large area, called Centre-Square, on which the water-works are built. The streets running parallel to High-street are named after various trees said to have been found on the ground on which they are laid out. To the north, are *Mulberry*, *Sassafras*, and *Vine*; to the south, *Chesnut*, *Walnut*, *Lo-*



*cust, Spruce, Pine, and Cedar.* The cross streets are numbered according to situation from the rivers, thus, Front, Second, Third, and so on, to Thirteenth, on the Delaware side; and from Front to Eighth, on the Schuylkill side. Mulberry-street is 60 feet wide, and all the other streets are 50. It was the intention of the benevolent projector of the city that Front-street, on the Delaware, should have been the eastern boundary, and that the space between that and the river should have been converted into public ground, useful and ornamental to the city; but this elegant plan has given way to the avidity for commercial gain, and this spot is now thickly built up with wharves, warehouses, and dwelling-houses; which form a street on the low ground along the margin of the river, called Water-street. In the original plan there were a great number of public squares, but several of them have also been infringed upon, though there are still many left, which are very ornamental to the city.

This city contained, by the census of 1800, 81,000 inhabitants, and, as there has been a great increase since, they are now estimated at upwards of 90,000\*; and the buildings at upwards of 14,000.

The city is composed almost wholly of brick houses, covered with slate, or shingles; and they are generally ornamented with marble steps, with soles and lintels for the doors and windows; which form an elegant contrast with the brick, and add much to the beauty of the buildings. Some of the public buildings are wholly composed of marble, and others are much ornamented with it, which gives the city an elegant and even magnificent appearance.

\* By the census of 1810, the city and county contain 111,210.



The public buildings are very numerous. The bare mention of a few of them will be sufficient to convey an idea of the importance of this city. The State-House, with the Court-Houses and Philosophical Hall adjoining, the Dispensary, Alms-House, Hospital, Jail, Carpenters' Hall, College, Academy, Library, two theatres, four banks, five quaker meeting-houses, six presbyterian churches, three episcopal churches, four Roman catholic churches, three methodist churches, and one each for German Calvinists, German Lutherans, Swedish Lutherans, Moravians, baptists, Jews, and universalists\*.

The State-House is remarkable as being the place from whence the independence of the United States was first proclaimed; and the legislature of the United States held their meetings in the adjoining buildings, while Philadelphia was the seat of the general government. When the legislature of Pennsylvania continued at Philadelphia, they held their meetings in the State-House; but the seat of government has been removed to Lancaster, and that building now contains Peale's Museum.

There are three market-houses in the city, the principal of which is in High-street. It is a very handsome building, about a quarter of a mile in length, and is well supplied with provisions. The price of provisions is somewhat cheaper than in New York. Beef, mutton, and veal may be quoted at from 6 to 8 cents per pound, and, generally speaking, all other articles of domestic production may be quoted as one-fifth cheaper than in the latter city.

The manufactures of this city are rising into great importance. The principal are leather of every description,

\* A unitarian church is now (1812) building.



a great variety of wood and iron work, ships, ropes, fermented and distilled liquors, earthenware, tin plate, hats, stockings, and a vast variety of cloths of various descriptions. The printing business is better established here than in any other place on the continent, and gives employment to a great number of paper-mills, and all classes connected with the book-trade: printers, type-founders, engravers, bookbinders, and booksellers and stationers.

The whole export trade of the state is carried on through this city. The exports are grain, flour, and provisions, flaxseed, timber, various iron utensils, cordage, bark, skins, hosiery, gunpowder, ashes, candles, cyder, &c. The imports consist of British manufactures to a great amount, West India produce, India goods, China produce, &c. The exports of the state, in 1805, amounted to 13,762,252 dollars, of which 4,365,240 dollars was the produce of the state; and the imports may be reckoned at considerably more, as Philadelphia supplies the inhabitants of an immense back country with manufactured goods, who find an outlet for their produce by another channel, and remit in domestic produce or specie, neither of which is exhibited in the custom-house returns.

This city is under great obligations to the quakers, who have given a tone to the manners of the people different from what is to be found in most other places of equal extent. They are industrious and sober, and, though sufficiently commercial, they do not conduct their business in the same *dashing* style which is done by some commercial cities; but confine themselves within bounds, and secure what they gain. Education is on an excellent footing: besides the larger seminaries already noticed, there are numerous academies and schools throughout the



city. The arts and sciences have been long cultivated. A Philosophical Society was established in the year 1769, and they have published several volumes of their transactions. The Library Company was established as early as the year 1731.—The other societies of greatest importance are, the College of Physicians, instituted for the purpose of promoting medical, anatomical, and chemical knowledge; the Pennsylvanian Society for promoting the Abolition of Slavery, and the relief of free Negroes unlawfully held in bondage; the Pennsylvania Academy of Fine Arts; the Agricultural Society; Premium Society; a Society for alleviating the Miseries of Public Prisons; Humane Society; Marine Benevolent Society; St. Andrew's Society; Scots Thistle Society; St. Patrick's Society; Hibernian Society; St. George's Society; Welsh Society; French Benevolent Society; German Society. The Grand Lodge of Pennsylvania is established here, and there are 15 or 16 lodges of free-masons.

The police of the city is said to be better regulated than that of any other on the continent. It appears to be much better than New York. There are public scavengers, who clean the streets at stated times, and the side-pavements are generally washed every morning. These are broad, and generally well paved with brick, and, the streets being lined with rows of trees, a walk through the city in a summer morning is delightful. The city is elevated 50 or 60 feet above the river, in consequence of which there is an ample descent for the water; and the streets are well supplied with common sewers, which serve to carry off all the filth; and they are kept sweet by the supply of fresh water from the water-works, which is constantly pouring into them from every part of



the city. This supply of water also keeps the streets pure by running along the gutters, so that almost every street has a little stream on each side of it; and this circumstance, though apparently trivial, is probably of more importance than is generally imagined.

They have here, as well as in New York, adopted the plan of sinking necessities; but I was informed that those in Philadelphia must be regularly cleaned, and I did not observe the smell to be near so offensive as at New York: both cities, however, in my opinion, would admit of great improvement in this important branch of police\*.

The inhabitants generally have fresh complexions, the indication of temperance and health. Their dress and manners are pretty much assimilated to those of New York, although there is a considerable sprinkling of the quaker habits diffused through the city, which may at first view, to a stranger, appear more forbidding and austere; but, on the other hand, the attention they do pay, being the result of consideration, may probably be more sincere, and their friendship of a kind that will wear well.

\* Sunk necessities are, I believe, common throughout the United States, and have, at first view, the appearance of contributing to cleanliness, as they are depositories under ground for every kind of filth. But it is to be observed, that the filth collected in them is constantly generating a most offensive and pernicious gas, which mingles with the atmosphere; is breathed every day by the inhabitants of large cities, and must contribute to render them unhealthy. Would it not be wise to prevent this? There is no way of doing it, I apprehend, but by constructing necessities on a plan that they may be cleaned once a week or oftener, and have this, and all other filth, deposited in dung-hills in the country, from whence it may be taken to manure the ground. In some cities that have come under my observation, the price obtained for the manure, is more than equal to the expence of keeping them clean.



## CHAPTER XXV.

*Philadelphia,—Water-works,—State Prison,—Library,  
—Museum,—Falls of Schuylkill.*

THE two first days of my stay in Philadelphia were wet and stormy, so that I could see but little. I took a ride, in company with a friend, to the floating bridge on the Schuylkill river, near its junction with the Delaware. The river is here about 300 yards broad, and the country between it and Philadelphia is level, rich, and well cultivated.

On the 27th, I went to see the water-works. The building which contains the reservoir is in the Centre-Square, being the most elevated ground in the city. It occupies a square of 60 feet, and from the middle there is a circular tower, 40 feet in diameter, and 60 feet high, which contains the reservoir; and this tower is terminated by a dome, which gives it a very handsome appearance. The water is conveyed to this building from the Schuylkill, a distance of nearly a mile, through a circular brick tunnel, of six feet diameter, having a fall of six inches toward the Schuylkill. The water is received from the Schuylkill into a substantial basin and canal, and from thence is raised by a steam-engine to the level of the aqueduct, which conveys it to the Centre-Square. It is there received into another basin, and thence, by another steam-engine, is



elevated to the circular tower, from whence it issues through wooden pipes, in all directions, to supply the city.

The whole expence of the works was about 150,000 dollars (£. 33,750 sterling). The work was undertaken by the corporation, who raised the funds partly by a tax, and partly by loan, allowing the subscribers to the loan six per cent. interest for their money, and the use of the water free for three years, for every 100 dollars subscribed.

The city is supplied with water by contract, and the contractor is obliged to supply three millions of gallons per day if required. The annual expence is six thousand dollars for one million of gallons per day, and for any additional quantity, up to two millions, the expence is at the rate of half that sum. The engine is 40 horse power, and can raise, if necessary, four millions and a half of gallons per day, so that the supply must be abundant for every purpose.

The water is soft and good, but it is not filtered, and is, of course, sometimes muddy, though never so much so as to render it unfit for use; and it is always wholesome. It is of great importance to these works, that they are the property of the public, and not subject to individual speculation, in consequence of which the supply is liberal, and there are fountains in every street to which the whole public have access. The water can be used for watering the streets, or extinguishing fires, as often as may be necessary; while every householder, by paying a reasonable compensation, can have a hydrant in any part of his premises that he pleases, even to the attic story. In short, this water is a great luxury, and is, in my opinion,



of incalculable advantage to the health, as it certainly is to the convenience and comfort of the community.

The supply of cities with water is a subject of great importance, and it is to be hoped that the inhabitants of other places in the United States will profit by the laudable example set them by the citizens of Philadelphia, and the happy effects which have resulted from it. The power of the steam-engine, properly applied, can send water to any city, and cities are generally sufficiently opulent to bear the expence. All that is wanting is a proper plan, put in motion by some of the leading men. On this branch I have to notice, that a great saving can be made from the application of the *forcing* pump, by which means the water can be conveyed to any reasonable height and distance, by *one* engine. The conductor must, in that case, be constructed of metallic tubes, which can be made of any diameter, according to the supply of water wanted; and they must be furnished with valves to prevent the reaction of the water.

I shall also notice, in this place, that filtration of the water is a great improvement, and it can be easily done, to any extent whatever, by the application of a plan, the invention of a very ingenious mechanic in Scotland, which I shall here communicate.

I shall describe it from the model which I saw; the application to any scale is easy. The model consisted of a cask, in which was inserted a false bottom about three inches above the real bottom. The false bottom was perforated with small holes, and in the middle was a tube, elevated a little above the top of the cask, and which formed a communication through the false bottom to the space below. The cask was filled with gravel of a pro-



per kind for filtration. The water was conveyed through the tube into the space between the two bottoms, where it deposited the greater part of its sediment, and rising *upwards* through the gravel, on the principle of a spring, ran over at the top of the cask, pure and transparent. The effect was as complete as could be imagined. The water that he used was very muddy, and was, by this simple contrivance, rendered perfectly pure; the contrast being so great, that when it was exhibited in the different states in clear wine-glasses, the one, to use the inventor's expression, was like punch, the other like pure spirits.

He informed me that the gravel answered better at the time I viewed it, than it did at first, probably in consequence of the mud already deposited, attracting that in the water. He had not used it long enough to ascertain the period at which it would get too much choaked up by the mud; but he had a contrivance to obviate the effect of it, equally simple and efficacious with all the rest. It consisted in opening a stop-cock below, and letting the water filter *downwards*, by which means it would wash all the sediment along with it.

I have seen different filters, some of them upwards, some downwards, and some lateral; but I never saw any so simple, and so complete as this.

The best mode of applying the plan upon a large scale would, I think, be this. To have a reservoir of from 10 to 20 feet deep, and of any dimensions that might be wanted for the purpose intended. Have it lined and bedded with hewn stone, and divided into three apartments. Let one of these receive the water where it will deposit its sediment. From thence let it run into the second contain-



ing the filter; and from thence be conveyed into the third, clear for use.

It is to be observed, that the first of these apartments must be elevated a little above the second, and the second above the third; and the elevation may be great or small, according to the rate at which the water is required to circulate from the one to the other.

From the Water-Works I went, accompanied by a friend, to see the State-Prison. I was introduced to one of the inspectors, who was also one of the founders of the institution. He accompanied us, and explained the whole system very much to my satisfaction.

This benevolent institution owes its origin to the enlightened citizens of Philadelphia. Its object is to receive the vicious, and, if possible, to reclaim them to virtue; and is an admirable contrast to the sanguinary punishments of old governments, who, for even pecuniary offences, send them off to the other world to be reclaimed there. This institution does not admit offenders till after conviction, when they are received from the different parts of the state. It is hence called the State-Prison. When a criminal is received, his name is put upon record, or, to use a commercial idea, he becomes a partner in the concern, and an account is accordingly raised for him in the books. Inquiry is then made what he can do; if he can work at any trade, he is taken to the apartment where that branch is carried on, and has his task assigned him. If he can work at no trade, he is sent to saw marble. As a stimulus to industry, the convicts get credit in the books for the proceeds of their labour, and are debited with the expence of their board and clothing, which, however, is not very expensive, as every thing is conducted upon an economi-



cal plan, and when they are released, should their earnings be more than the expence of maintenance, the balance is paid to them.

Almost every trade is carried on in the prison; and the institution is so organized, that every necessary of life is attended to by the convicts themselves: baking, cooking, scrubbing the rooms, and so on; and every thing is kept remarkably clean. The food is wholesome and nutritive, consisting of Indian meal, bread, and meat. The drink is molasses and water; and no spiritous liquors are admitted within the walls of the prison.

There is a separate apartment for the reception of female convicts, where the various parts of female labour are carried on, and it is otherwise under the same system of management as that for the males.

I visited every apartment, and was highly pleased with the order and economy of the whole establishment. In the course of our visit, one of the convicts came up to our conductor, and solicited very strongly for his recommendation in his favour. Upon making inquiry what he meant by this, I was informed, that, as the object is purely to protect society from the inroads of the vicious, and to reclaim the vicious to civilized life, the governor has the power of mitigating the punishment, and of pardoning the offenders, upon receiving satisfactory evidence that the applicant is fit for civil society; and the best evidence being the opinion of the inspectors of the prison, the criminals are, of course, anxious to procure it in their favour. This is a very happy stimulus to good behaviour. Our conductor observed, that it was a very sacred trust, and to be used with great caution. He did not think this *chap* was yet ripe for a release; he must wait a little.



The whole institution is under the direction of competent managers; and, to insure proper discipline, there are a gradation of punishments within the prison, consisting chiefly of solitary confinement in cells.

I notice this subject particularly, because it is, so far as I know, of pure American origin, and is happily adapted to the genius of the government of the country, mild, just, and merciful. Some of the other states, already noticed, have imitated the example of Pennsylvania; and I was informed, that the plan was likely to be generally adopted throughout the Union.

We next visited the Library, the account of which I shall transcribe from the *Continuation* of the Life of Dr. Franklin.

“ The promotion of literature had been little attended to in Pennsylvania. Most of the inhabitants were too much immersed in business to think of scientific pursuits; and those few, whose inclinations led them to study, found it difficult to gratify them, from the want of sufficiently large libraries. In such circumstances, the establishment of a public library was an important event. This was first set on foot by Franklin, about the year 1731. Fifty persons subscribed forty shillings each, and agreed to pay ten shillings annually. The number increased, and, in 1742, the company was incorporated by the name of ‘ The Library Company of Philadelphia.’ Several other companies were formed in this city, in imitation of it; and these were all, at length, united with the Library Company of Philadelphia, which thus received a considerable accession of books and property. It now contains about 8000 volumes on all subjects, a philosophical apparatus, and a good beginning towards a collection of natu-



ral and artificial curiosities, besides landed property of considerable value. The company have lately built an elegant house in Fifth-street, in the front of which will be a marble statue of their founder, Benjamin Franklin.

“ This institution was greatly encouraged by the friends of literature in America and in Great Britain. The Penn family distinguished themselves by their donations.— Among the earliest friends of this institution must be mentioned the late Peter Collinson, the friend and correspondent of Dr. Franklin. He not only made considerable presents himself, and obtained many others from his friends, but voluntarily undertook to manage the business of the company in London, recommending books, purchasing and shipping them. His extensive knowledge, and zeal for the promotion of science, enabled him to execute this important trust with the greatest advantage; and he continued to perform these services for more than 30 years, and uniformly refused to accept of any compensation. During this time, he communicated to the directors every information relative to improvements and discoveries in the arts, agriculture, and philosophy.

“ The beneficial influence of this institution was soon evident. The cheapness of the terms rendered it accessible to every one. Its advantages were not confined to the opulent. The citizens in the middle and lower walks of life were equally partakers of them. Hence, a degree of information was extended among all classes of the people, which is very unusual in other places. The example was soon followed. Libraries were established in various places, and they are now become very numerous in the United States, particularly in Pennsylvania. It is to be hoped that they will be still more widely extended, and



that information will be every where increased. This will be the best security for maintaining our liberties. A nation of well-informed men, who have been taught to know and prize the rights which God has given them, cannot be enslaved. It is in the regions of ignorance that tyranny reigns. It flies before the light of science. Let the citizens of America, then, encourage institutions calculated to diffuse knowledge amongst the people; and among these PUBLIC LIBRARIES are not the least important."

The library has been since removed to the building alluded to in the above extract. It is elegant and commodious, and has a statue of Franklin in front, the donation of the late Mr. Bingham. The library now consists of more than 14,000 volumes, in all the various departments of literature. It is divided into shares of 40 dollars each; but the number is unlimited. The subscribers are at present upwards of 500. Besides the purchase of the share, each subscriber pays two dollars annually, to the support of the institution.

The library is open every day, except Sunday, from 2 o'clock to sunset, and the subscribers may either read in the library, or be accommodated with books to read in their houses. The rule relative to strangers and non-subscribers is very liberal. They may have the use of the books in the library, while it is open, free of expence, or, on depositing the value, may borrow books and peruse them at home, on paying a small sum for the use of them.

I may take occasion to remark here that I consider 40 dollars of *entry* to a library too high, and two dollars of annual subscription too low. The great object of a library is to disseminate knowledge. To secure that object, the library should be within the reach of every member of



the community. But every one cannot afford to give 40 dollars at once, while the greater part of those who wish to read can afford more than two dollars a year. The class of people to whom an institution of this kind is the most valuable is young men entering into the world, many of whom could not, or would not willingly, advance 40 dollars, but who would cheerfully give four or five dollars a year. Would it not be a wise regulation to accommodate such?

The most flourishing library, in point of funds, that I have heard of, is one in London, where the entry is one guinea, and the annual subscription is the same. It is entirely public, unclogged with any idea of stock, or shares. The subscribers are above 1000, and the income is, of course, above 1000 guineas a year.

The Glasgow public library is on a similar plan, but with more limited funds, and is the most thriving institution of the kind that has ever come under my observation\*.

From the library, we passed to Peale's Museum, which is a very excellent collection, principally of subjects in natural history, and does honour to the ingenuity and taste of the proprietor. Among other curiosities it contains an entire skeleton of the mammoth, well worth the attention of the naturalist.

I took a walk to the Schuylkill bridge, which is an elegant structure, consisting of three arches, built of wood, supported by strong stone piers, and covered in on the top. The length of the bridge is 550 feet, besides the abutments and wing walls, which are 750 more. The span of the middle arch is 198 feet, that of the other two 150 each. It is 42 feet wide. The foot-ways on each

\* See Appendix, No. 3.



side occupy five feet each, and the carriage-way, which is divided into two parts, 32. The bridge, which was six years in building, was finished last year, and the expence was 235,000 dollars.

September 28. Having visited every thing I wished to see in the city, I was invited by a party of friends to take a jaunt in the country. We crossed Schuylkill by the foresaid bridge, and travelled four or five miles, to see a flax spinning-mill, belonging to a gentleman from Dundee. The mill was not at work, but we were informed that the business was doing very well; the produce was mostly twine. Being joined by the Dundee manufacturer, we passed on to the Falls of Schuylkill, where, at a very pleasant situation on its banks, we stopped for dinner.

The Schuylkill river rises in the mountains, about 120 miles north-west of Philadelphia, and is navigable from Reading downwards to the upper falls, three miles above where we stopped. The tide rises to the lower falls, where the river is about 150 yards broad. The falls are much broken by huge masses of stone, with which the bed and banks of the river abound. The banks are highly romantic, and are ornamented with many elegant country seats.

While dinner was preparing we had a dish of politics, in which frequent appeals were made to me; but I declined taking any share in the argument, for I did not fully agree with either party. Indeed, I saw pretty plainly that *self-interest* was at the bottom of it, and that the party-names they assumed were merely other terms for *importers* and *manufacturers*, who conceiving that their interests were opposed to each other, blamed the government of the United States—the one party for doing too much in sup-



port of domestic manufactures, and the other for doing too little. But all was discussed in good humour.

After dinner, we returned, through a pleasant, well-cultivated country, by an excellent turnpike road, and in our way stopped at Harrowgate, where there is a medicinal spring, which is a good deal frequented in the summer season. We returned to the city in the evening. The day was clear and pleasant, and the air cool and healthy.



## CHAPTER XXVI.

*Pennsylvania.*

**T**HIS fine state is situated between  $39^{\circ} 43'$  and  $42^{\circ}$  north latitude, and  $2^{\circ} 20'$  east, and  $3^{\circ} 30'$  west Longitude. It is 320 miles long, from east to west, and 162 miles broad; and contains 49,390 square miles, being 31,609,600 acres.

The face of the country is remarkably diversified. The south-east part, to the distance of about 60 or 70 miles from Philadelphia, is an undulating country, swelling in some places into considerable hills, but is not mountainous. The mountainous region then commences, and extends across the country about 120 miles. The mountains are generally in long chains, running north-east and south-west. Between the chains, the country is rough and hilly, but there are many fine valleys, and the whole abounds with picturesque scenery. To the north and west of the mountains, the country is elevated, abounding with hills, valleys, and rich scenery; which continue about 120 miles, to the extremity of the state.

The country is remarkably well watered. Lake Erie is situated on the north-west, and the Delaware bay on the south-east, by both of which there are fine outlets, the one affording direct and speedy communication with the Atlantic Ocean, the other communicating with it by the more circuitous course of the river St. Lawrence;



while it is a link in the chain of an inland navigation, extending through the lakes upwards of a thousand miles. To the south-west, the state communicates with the Ohio, having an outlet through the Mississippi, to the Gulph of Mexico; and, from the middle, there is an outlet through the Susquehannah to the Chesapeak-bay.

The rivers Delaware and Schuylkill have been already mentioned. The most important of the others I shall notice in their order from east to west.

The *Lehigh* rises among the mountains, between the Delaware and Susquehannah, and, running a very crooked passage, emerges from the mountains about 50 miles from its source, and from thence runs through a fine country 30 miles, during which it is navigable, to Easton, where it falls into the Delaware.

The *Susquehannah* is a noble river, and appears on the map like a large crooked tree, with numerous branches. The head waters of the eastern branch are numerous, and rise in the state of New York, not far from the waters of the Mohawk river. Passing into the state of Pennsylvania, it makes a remarkable bend, called appropriately the *Big Bend*; from thence it makes a stretch into New York, and passing to the westward, about 40 miles, turns again to the southward, and passes into the state of Pennsylvania, where it forms a junction with the Tioga river at Tioga point. It then runs a south-east course, about 70 miles; when making a sudden bend, at a right angle, it runs a south-west course, about 80 miles, and unites with the western branch, at Northumberland. The river is now nearly half a mile broad, and flows through the mountains, nearly a south course of 40 miles, to where it receives the



Juniata river. From thence it makes a considerable bend to the eastward, and running about 10 miles, it emerges from the mountains, above Harrisburg; and keeps a south-east course about 80 miles, when it falls into the Chesapeake-bay.

The Tioga river has its head waters partly in Pennsylvania, and partly in New York, where some of the streams approach within a few miles of the waters of the St. Lawrence. These all unite in New York state, towards the Painted Post, and run a south-east course of nearly 40 miles, to the junction with the Susquehannah.

The western branch of the Susquehannah is formed by many streams, beyond the Allegany mountains, some of them approaching within a few miles of the waters of the St. Lawrence, and others within a few miles of the waters of the Ohio and Mississippi, and runs a very circuitous course, upwards of 200 miles, principally among the mountains, to its junction with the east branch.

The Juniata river rises on the Allegany mountains, near the head waters of the Conemaugh, a branch of the Ohio, and passing through the mountains to the eastward, by a very serpentine course, it falls into the Susquehannah as aforesaid, its length being nearly 200 miles.

The length of the Susquehannah, from the Chesapeake-bay to the head of the eastern branch, is upwards of 450 miles; and the whole river, including its branches, waters a country nearly 200 miles square. It is navigable for large vessels only a few miles, and there are many islands, rocks, and falls, which obstruct the navigation for boats; but it is presumed that these can be removed, and that, by the aid of some locks and canals, it can be rendered navigable, almost to the source of the eastern branch. The



western branch is navigable, for boats, nearly 150 miles, and the Juniata river nearly 120. From this short account, the importance of improving the navigation of this fine river will be readily inferred.

The Allegany River rises on the highest land in the state, to the westward of the mountains, within a few miles of the head waters of the Genesee River, and the western branch of the Susquehannah. It is here called Oswaya Creek, and runs a north-west course into the state of New York, and, passing again into the state of Pennsylvania, it receives the waters of Conewongo Creek and Chataughque Lake. From thence it runs a winding course, but generally south-west, to Franklin, where it receives the waters of French Creek. From thence it runs a circuitous course about 100 miles, receiving in its progress many tributary streams, particularly Toby's Creek and Kishkemanetas River; and at Pittsburg forms a junction with the Monongahela, which together constitute the Ohio.

The Allegany is a navigable river, and the navigation is continued through French Creek to Waterford, from whence there is a portage of only 14 miles to Lake Erie. The navigation is extended into the country 20 or 25 miles, by the Kishkemanetas River.

The Monongahela rises in Virginia, near the Laurel mountains, and, running by a meandering course about 70 miles, passes into this state; soon after which it receives the waters of Cheat River. From thence it continues, by a serpentine course, but nearly in a northern direction, about 60 miles, where it forms a junction with the Yoxhiogeni, and thence runs north-west about 14 miles to Pittsburg. It is navigable in large boats to Brownsville



and Morgantown, 100 miles from its mouth; and from thence by small boats 40 miles farther. The western branch is also navigable in high water.

The *Yoxhiogeni* rises in Maryland, and runs a course east of north, about 40 miles, before it passes into this state. From thence it runs a north-west course, and, passing the Laurel Hill and Chesnut Ridge, forms the junction with the Monongahela above mentioned; its whole length being about 100 miles.

This state is well supplied with iron ore, and coal abounds in many places, particularly in the western country. Slate is found in several places; and marble and freestone, of an excellent quality, are found in great abundance. Limestone is also in great plenty, and some copper and lead have been found, but not in sufficient quantity to be wrought. There are many mineral springs in the state.

The soil to the east of the mountains is generally good, and a considerable part of it is bedded on limestone. Among the mountains, the land is rough, and much of it poor; but there are a great many rich and fertile valleys. To the west of the mountains, the soil is generally excellent.

The climate is very various. On the east side of the Allegany mountains it is pretty similar to Jersey, already described. It is, in common with the other countries east of the mountains, subject to great and sudden changes; but it is considered more settled than immediately on the sea-board, and is perfectly healthy. The winter commences about the 20th of December, and the spring sets in about two weeks earlier than at New York. Among the mountains there is a sharp atmosphere, with a clear, settled



sky. There is frost almost every month in the year in some places; and the extremes of heat and cold are considerable. The winters may be reckoned a month longer than to the eastward. The whole region is very healthy. —The country beyond the mountains has a temperate climate, with a considerable portion of cloudy weather; and the winters are more humid and mild than on the Atlantic.

The state was first settled by the Swedes and Finlanders in 1627, and afterwards by the illustrious William Penn, in 1681; and from the liberal principles which he adopted, and the encouragement held out to settlers of all denominations, the country experienced a rapid progress. The state took an active part in the revolutionary war, during great part of which Philadelphia was the seat of congress. A state constitution was framed at an early period of the war; but a new one was adopted in 1790. The state now sends two senators and eighteen representatives to congress.

Pennsylvania is divided into 37 counties, and upwards of 500 townships. The population, in 1800, was 602,365, including 1150 slaves, being about 12 persons to the square mile.

The state has made rapid progress in national improvements, and abounds in all the conveniences, and many of the luxuries of life. The accumulation of property since the close of the war is very great; and, exclusive of Philadelphia, the state contains 12 towns, in which there are from 1000 to 4500 inhabitants, among which Lancaster, York, Reading, Carlisle, and Pittsburgh are the most conspicuous. Besides these, there are upwards of 20 villages, each containing from 100 to 1000 inhabitants, and the greater part, if not the whole of those towns and



villages are increasing in wealth and population. The farm houses are mostly comfortable, many of them elegant, and there are fine barns and other buildings. The state is well improved by turnpike roads and bridges; and lately, a great degree of attention has been paid to canals. Many turnpike and canal companies have been formed.

The agriculture of the state has progressed rapidly, and is in an advanced state. The staple article is wheat, of which the quantity manufactured into flour annually is immense. It is reckoned the best in the United States, and surpassed by none in the world. The mountainous district is pretty much applied to raising stock. The breed of horses is reckoned the best in the United States. Sheep have of late greatly increased, and thrive remarkably well. All the grains, grasses, and roots common to the other states thrive here. The stock of fruit, particularly peaches, is excellent; and some progress has of late been made in the cultivation of the vine.

Pennsylvania is said to be one of the greatest manufacturing states in the Union. Domestic manufactures are general throughout the state; but there are many manufactures on a large scale, some of which may be enumerated. Of iron there are above 30 furnaces, besides numerous forges, slitting mills, and trip hammers. Of wood, all sorts of furniture, and implements of husbandry. Of leather, boots, shoes, saddles, bridles, harness, &c. Of wool, a variety of cloths, stockings, and hats. Together with a variety of other articles, such as malt liquors, spirits, glass, ashes, maple sugar, musquets, powder, shot, balls, cannon, bells, &c. &c.

The exports consist principally of grain, flour, iron utensils, flaxseed, soap and candles, lumber, beef, pork,



&c. The amount of exports, in 1805, was 13,762,252 dollars, of which 4,365,240 dollars was domestic produce. The principal articles of export to Britain are grain and flour, and some cotton from the southern states. The imports consist of East and West India and China goods; wine, gin, &c. from the continent of Europe; and manufactures from Britain; of which the quantity imported is immense, and is yearly increasing. The value of imports is about 12,000,000 dollars annually, of which those from Britain are a full half; from whence we may infer the utility of the trade to both countries, and the importance of a good understanding between them.

The state of society may be pretty much inferred from the preceding remarks. The inhabitants have every external appearance of ease and affluence, and they are remarkably civil and industrious. There are no beggars to be seen here. Indeed, I have not yet seen any in the United States, which is a remarkable contrast to Europe, and bears testimony to the prosperity of the country.

The civil government is vested in a legislature, consisting of a senate and house of representatives. The senators are chosen for four years, and the representatives annually, *by the people*. The executive authority is vested in a governor, who is also elected by the people, and holds his office for three years. The constitution declares, "That all men are born equally free and independent;—that all power is inherent in the people;—that all men have a natural and indefeasible right to worship God according to the dictates of their own consciences, and no man can of right be compelled to attend, erect, or support any place of worship, or to maintain any ministry against his consent;—that no human authority can, in any case



whatever, controul or interfere with the rights of conscience, and that no preference shall ever be given, by law, to any religious establishments, or modes of worship;—that elections shall be free and equal;—that trial by jury shall be inviolate;—that no law shall ever be made to restrain the liberty of the press;—that the people shall be secure against all unwarrantable searches, and excessive bail shall not be required;—that the legislature shall provide by law for the establishment of schools throughout the state, in such a manner as the poor may be taught gratis;—the arts and sciences shall be promoted.”



## CHAPTER XXVII.

*Delaware river,—Newcastle.*

**TUESDAY**, September 30. Having engaged a passage on board a packet-boat bound to Newcastle, 40 miles below this city, I went on board, this morning, at 7 o'clock. The packet was called the Hope, and was one of a line of boats that run between Philadelphia and Newcastle; from thence there is a communication by stages across the state of Delaware to the Chesapeak bay, where another line of boats, connected with this, proceeds to Baltimore: the whole called, appropriately, *Land and Water Stages*. The distance by this route is about 120 miles, and the fare, including board, is about three dollars.

We set sail with a light wind, and almost right against us; but the tide was in our favour, and we made tolerable progress till we reached six miles below Philadelphia, where we got aground on a place called the Horse-Shoe, where we lay nearly two hours. After getting off, we sailed about four miles, when we were obliged to come to anchor, the wind and tide being both against us. Having stopped here till three o'clock in the afternoon, we weighed anchor, and sailed eight or ten miles; but the wind was right ahead, and had encreased too much to beat down, so we were obliged again to come to anchor. We once more set sail at 11 o'clock at night, and next morning, at 5 o'clock, we reached Newcastle.



The river at Philadelphia is about a mile broad, and it widens as you proceed downwards. At Newcastle it is two miles broad; from thence it spreads out into the Delaware bay. The banks of the river are level, and covered with wood; and the lands rise to a considerable height at a distance, affording in some places pretty good views. The only rivers of note that join the Delaware between Philadelphia and Newcastle, are the Schuylkill and Brandywine creek. The post-road to Baltimore runs along the western bank, and passes through Darby and Chester in Pennsylvania, and Wilmington in the state of Delaware; which last is a large town, and has a very pretty appearance when viewed from the river. On the east side, in Jersey, are Gloucester, Woodbury, and Swedesborough.

Newcastle, where we stopped, is a small town containing about 200 houses, some of them handsome. It carries on a considerable trade, principally in wheat.

October 1st. Having taken an early breakfast, at a very good tavern, we set out in the stage for the head of Elk river. The road passes 13 miles through the state of Delaware, and 11 miles through Maryland; and I found the whole distance a perfect level, without a single object to excite attention, or gratify the imagination. The road was very bad, the lands alternately sandy and marshy; and the people had a sallow sickly colour: the whole indicating a country somewhat similar to the low lands of Carolina and Georgia. But I was informed that this was a sort of bye-road, which had been taken by this line of stages, and that it led through the very worst part of the country.



## CHAPTER XXVIII.

*Delaware.*

**T**HE state of Delaware is situated between  $38^{\circ} 29'$  and  $39^{\circ} 47'$  north latitude, and  $1^{\circ} 15'$  and  $1^{\circ} 56'$  east longitude. Its greatest length is 100 miles, and greatest breadth about 37; its area being about 2200 square miles, or about 1,408,000 acres.

The face of a great part of the country is level, abounding with swamps and stagnant water; but toward the northern part it is more elevated, and near its extremity there is a considerable chain of hills.

There are numerous creeks in the state, but no rivers of consequence. The principal one is Brandywine creek, which falls into the Delaware at Wilmington, and on which there are numerous mills and manufactories.

The state is well supplied with iron, but I did not hear of any other mineral.

The soil, in the southern part, is low and sandy, and entirely free of stones; in the northern part it is more diversified, and mixed with clay and loam.

The climate partakes of the configuration of the country. The southern part has a humid atmosphere, often foggy and unwholesome; but is mild and temperate in winter. The northern part is agreeable and healthy.

The settlement of this state was coeval with that of Pennsylvania. It took an active part in the revolution,



and sent two delegates to the first congress. The state constitution was adopted in 1792. It now sends two senators and one representative to congress.

Delaware is divided into three counties and 24 districts called *hundreds*. The population, in 1800, was 64,273, including 6143 slaves; being about 29 to the square mile.

The state of Delaware is considerably improved, and besides many towns and villages of inferior note, contains several of considerable size. The most important are,—*Wilmington*, already mentioned, a large thriving town, built on the plan of Philadelphia, consisting of 500 houses, a court-house, jail, and four places for public worship; it carries on a very considerable trade. *Newcastle* has been noticed. *DOVER* is the seat of government, and contains about 600 inhabitants. *Lewistown* contains about 750; and *Georgetown* about 200.

A canal was projected across this state and part of Maryland, to form a junction between the Delaware and Chesapeake, and it is partly cut; but the work was stopped for want of funds. It may probably be well that it is so; for it was projected on too small a scale, and, in process of time, will probably give way to one that will admit of sloop navigation. I never observed a finer situation for a canal. The distance between the Delaware and Chesapeake is only about 18 or 20 miles, and the country is nearly level, so that few locks will be requisite; and were a canal cut, it would form a connexion between two of the finest rivers in America, and be a link in the chain of an internal navigation of vast extent.

The greater part of the inhabitants of this state are devoted to agricultural pursuits, and they have rendered it



very productive. The principal produce is wheat, rye, Indian corn, barley, oats, and flax. Grasses are abundant, and thrive very luxuriantly, furnishing food for many cattle—and every sort of vegetable common to the states already described thrive well here. The staple produce is wheat, of which a great quantity of flour is made for export.

Flour is the principal manufacture carried on in the state. The mills on Brandywine creek are in great perfection, giving employment to upwards of 600 hands; and they manufacture upwards of half a million of bushels annually. The other articles consist principally of iron, paper, and lumber. In these, a very extensive trade is carried on, principally with the other states and the West Indies. The exports in 1805 amounted to 358,383 dollars, of which 280,556 was foreign produce. The principal trade with Britain is carried on through the medium of Philadelphia.

A very considerable fund is appropriated by the state to the support of schools, which are pretty numerous, and there are two flourishing academies; one at Wilmington, and the other at Newark.

The constitution guarantees equal rights to all the citizens, without regard to property or religious opinions. The government is vested in a governor, a senate, and house of representatives, which are elected by ballot, and “every white freeman of the age of 21, who has resided in the state two years next before the election, shall enjoy the right of an elector. The sons of persons so qualified shall, betwixt the ages of 21 and 22, be entitled to vote, though they have paid no taxes.”



## CHAPTER XXIX.

*Chesapeak bay,—Baltimore.*

ON the 1st of October, 1806, the day being clear and beautiful, we arrived at Elk river, a branch of Chesapeak bay, here about two miles broad. At 1 o'clock we stepped aboard the packet, and immediately set sail with a fair wind; and enjoyed our situation very much after the dull scenery we had passed, and the disagreeable jolting in the stage.

Having sailed about two miles, we passed a pretty large creek, called Bohe River, and, at half past 3 o'clock, reached the Chesapeak bay. The view here was extensive and sublime. The bay is about six or seven miles broad, and its banks abound in rich scenery, while its waters were animated with a great variety of small vessels. To the north-west is the entrance of the fine river Susquehannah, about a mile broad, and its banks swell out into hills of considerable magnitude, which terminated our view in that direction. To the east the country is low, and the soil appears poor and sandy.

The wind shifted to the eastward, which considerably retarded our progress; but this afforded me more leisure to survey the scenery, which was every where pleasant. The number of small vessels that we saw was very great, indicating a considerable commerce.



October 2d. Having gone to bed last evening early, I rose this morning at 1 o'clock, when I found it clear and cold; and a considerable breeze blowing from the north-west. I thought at first that this was in our favour, but I soon found that we had in the night passed the branch that leads to Baltimore, and were nearly as far down as Annapolis. We had therefore to beat up all the way to Baltimore, now distant about 20 miles. However, the vessel sailed remarkably well, and we made good progress. During the passage upwards we had a very fine view. We arrived at Baltimore at 6 o'clock in the morning.

Having taken lodgings at Evans' tavern, I called on a friend to whom I had a letter of introduction, and he politely offered his services to facilitate my inquiries at Baltimore. On my return to the tavern to breakfast, I was astonished to see the number of well-dressed men who sat down to table, amounting to about 80, and I was told the number was seldom under 40 or 50. This is partly accounted for by Baltimore being the great thorough-fare between the northern and southern states; and the number of people passing to and fro, on business and pleasure, is immense. I learned that a great number of strangers were in the city at this time; among others, my old friends and fellow-travellers, *the Georgia major* and *the facetious Englishman*. They lodged at Bryden's tavern, a house nearly, or altogether, as much frequented as Evans'.

Accompanied by my friend, I went to see the *market-house*, which is handsomely fitted up, and well supplied with provisions: the prices, I was told, were reasonable, and nearly the same as at Philadelphia. From thence we went to the coffee-house. On our way my friend pointed



out, through a window, a very handsome lady with her child, who he informed me were the wife and child of Jerome Bonaparte. The *coffee-house* is small, but commodious, and is well supplied with newspapers, from every part of the United States. From the coffee-house we went to the library, which contains a very excellent collection of books, and is under good management. The annual subscription is four dollars. The whole city exhibited a very handsome appearance, and the country round abounds in villas, gardens, and well-cultivated fields.

In the afternoon I went to view the ship-yards, and saw a three-masted schooner launched. I was informed that a great many of these vessels are built at Baltimore, and that they are reckoned the fastest sailing vessels in the United States.

I spent a very pleasant evening at Bryden's, along with my friend, in company with the major and the Englishman. The major related a number of marvellous adventures he had met with in his journey, and concluded by informing us that he was to drive *tandem* all the way to Georgia, and was to be accompanied by an elegant lady, and her husband, whom he had engaged as a clerk. To accommodate his *suite*, he was to take a Jersey waggon, in which he politely offered me a passage; but I preferred travelling in my own way, and declined it. The Englishman informed me that he was to leave Baltimore next morning by the stage for Cumberland, and was from thence to travel through the interior of the country to New Orleans, availing himself of land or water conveyance as he might find it most suitable and expeditious.

BALTIMORE is situated on a branch of the Patapsco river, called the *Bason*, 15 miles from the Chesapeak bay,



and 160 miles from the Atlantic ocean. At the commencement of the American war, it was but an inconsiderable village; but such has been the rapidity of its growth, that it is now the fourth commercial city in the United States. It contains upwards of 6000 dwelling-houses, and, by the census of 1800, the inhabitants amounted to 26,514, of whom 2843 were slaves. The houses are mostly built of brick, and many of them are elegant. The principal public buildings are 13 places of public worship, a courthouse, a jail, three market-houses, a poor-house, the exchange, theatre, observatory, assembly-rooms, and library. The manufactures of Baltimore are considerable, and consist chiefly of ships, cordage, iron utensils, paper, saddlery, boots and shoes, hats, wool and cotton cards, &c. In the adjoining country there are numerous mills, furnaces, and forges, which contribute much to the trade of the city.

The state of Maryland, in point of foreign trade, ranks the fourth in the union, and as a very great portion of it centres in Baltimore, it must necessarily add greatly to its wealth and importance. A great portion of the export trade is flour, much of which is received from the state of Pennsylvania, through the medium of the Susquehannah river; and the citizens have a brisk trade in importing and reshipping foreign articles, particularly West India produce,—rum, sugar, and coffee. A great portion of the imports are manufactured goods from Britain, and, having the supply of an immense back country, this is an increasing trade. I learned, too, that many of the people in the western states give Baltimore the preference to Philadelphia. It is 50 miles nearer to Pittsburg than the latter city, which has a natural tendency to secure a preference; and the inhabitants of Maryland, who seem to appreciate the



importance of this trade, have acted with a laudable zeal in making good roads. Upon the whole, I was highly pleased with the commercial importance of Baltimore, and regretted that I did not fix upon this place for my commercial establishment, in place of Savannah. The trade of Baltimore is facilitated by three banks, having all ample capitals. One is a branch of the bank of the United States.

The affairs of the city are under the management of a city council, consisting of two branches, and a mayor. The police seems to be under good regulations, and the streets are kept very clean, which secures good health to the citizens. Education is pretty well attended to, and the citizens are said to be hospitable and industrious. The men rank as correct men of business; and as to the ladies, I saw but little of them, and can only say, in the language of the quaker, "they look well."



## CHAPTER XXX.

*Maryland.*

**T**HIS state is situated between  $38^{\circ}$  and  $39^{\circ} 43'$  north latitude, and  $2^{\circ}$  east and  $2^{\circ} 30'$  west longitude. Its extreme length from east to west is 212 miles, and its extreme breadth from north to south is 123; but it is very irregular. It is computed to contain about 14,000 square miles, or 8,960,000 acres, of which about one-fourth is water.

The face of the country is remarkably variegated. It is bounded on the south-west by the river Potomac to its extremity; and the fine Chesapeak Bay, with its numerous waters, passes through the middle of it. On the east side, it presents a coast of about 35 miles to the Atlantic Ocean. The eastern shore is low, level, and sandy. The country continues to rise by a very gentle ascent, but is generally level to Baltimore. It then swells out into a hilly country, and the western part stretches across the mountains.

The Chesapeak Bay has been already noticed; but it merits a more particular description, from its vast importance to this state, and, indeed, to the United States generally. This bay is formed by the outlet of the Susquehannah River, where it receives French Creek, and a number of smaller streams. It is there about 7 miles broad, and so continues to near the branch that leads up to Baltimore. From thence it assumes various breadths, from



10 to 15 miles, during a course downwards of about 70 miles, to near the Potomac River. From thence it stretches out to 25 or 30 miles, during a passage of 90 miles more, and finally passes into the Atlantic Ocean by an outlet of 20 miles broad. The whole course, from north to south, is nearly 200 miles, and it receives in its passage the whole waters of this state; nearly the whole of the eastern part of Virginia; a great part of those of Pennsylvania, and some of Delaware; exhibiting, upon the whole, a greater confluence of waters than is to be seen in the United States, or almost in the world. The principal rivers in Maryland that run into this bay, besides the Susquehannah and Potomac, are the *Patapsco* and *Patuxent*, on the west side; and, on the east side, *Elk River*, *Sassafras*, *Chester*, *Choptank*, *Nanticoke*, and *Pocomoke*, the last of which issues out of Cyprus Swamp. There are numerous islands in the bay, and the waters abound with various kinds of fish. The state is generally well watered, and abounds with mill-seats.

Maryland is well supplied with iron ore, and some coal has been found, but not in sufficient quantity to make it an object of importance.

The soil is very various, and a great portion of it is but poor. Towards the eastern shore, it is low and sandy, abounding with swamps. In the interior, there are many fertile spots; but the greater part of the land is poor, until you pass the first ridge of mountains, when there is a fertile valley of 12 or 14 miles broad. From thence the soil is pretty much assimilated to the mountainous district of Pennsylvania.

The climate is as various as the soil. The eastern part is pretty similar to Delaware, indicated by a pale, sickly



colour in the inhabitants. It improves as the land gets hilly, and among the mountains is delightful, the summers being cooled by fine breezes, while the winters are tempered by a southern latitude, which renders them much more mild than to the northward.

The country was first settled by Lord Baltimore, a Roman catholic, who evinced the liberality of his religious principles, by providing for the free exercise of all other religious opinions in the colony. At the commencement of the revolutionary war, the state was declared to belong to the citizens, who delegated five of their number to the first congress. The state constitution was framed in 1776, which, with a few trifling amendments, still continues. The state now sends two senators and nine representatives to congress.

The state is divided into 19 counties, and contained, by the census of 1800, 241,885 white persons, and 107,707 slaves; being, in the whole, about 25 persons to the square mile of territory; but, when the proportion of water is subtracted, it makes the amount to each square mile nearly 35.

National improvements have kept pace with the industry and perseverance of the inhabitants, and the towns, cultivated farms, roads, and bridges are all so many proofs that the citizens of Maryland are possessed, in a high degree, of these qualifications.

Of the cities, Baltimore, already described, is the chief. ANNAPOLIS is the seat of government, and is situated on the Severn River, about two miles from its entrance into Chesapeak Bay. The houses, built of brick, are about 300 in number, and the city contains about 2500 inhabitants. The State-House is one of the most superb buildings in the



United States. There is a college, a theatre, and two places of public worship in the city. It has a harbour, though no great commerce; but, being a pleasant place, it is the residence of a great many wealthy people. *Fredericktown* is a large inland town, containing a court-house, jail, academy, market-house, and seven places of public worship. The inhabitants are about 6000; and the town has considerable manufactures and inland trade. *Hagerstown*, situated beyond the first range of mountains, contains 2100 inhabitants. Besides these, there are a great number of smaller towns and villages, containing from 100 to 1000 inhabitants. A great number of the farm-houses are built of wood, and they are not so substantial, nor so elegant, in general, as those in Pennsylvania.

This is the first state in which there is a material difference of agriculture from the northern states; still, however, the staple crop is wheat; but they raise a considerable quantity of tobacco, and some cotton, though none of the latter for exportation. All the other grains, grasses, and roots, that grow in the northern states, flourish here; and the sweet potatoe, a root belonging to a warm climate, comes to considerable maturity.

The principal manufactures of the state have been noticed in the account of Baltimore; and so has the foreign trade. The exports from the state, in 1805, amounted to 10,859,480 dollars, of which 7,450,937 dollars was foreign produce; and the imports are about equal in value, of which a great part consists in dry goods from Britain.

There are considerable funds appropriated to the support of education. There are five colleges, and a number of very respectable academies in the state, and common schools in every county.



The civil government is vested in a governor, senate, and house of delegates, all chosen annually. The qualification to vote for delegates is a freehold of 50 acres of land, or property to the value of £. 30 currency. The principles of government are similar to those of Pennsylvania.



## CHAPTER XXXI.

*Patapsco creek,—Washington.*

ON the third of October, at eight o'clock, I set out in the mail stage for Washington. We travelled eight miles through a hilly, well-wooded, and healthy country, and arrived at Patapsco creek, 25 miles above its junction with the Chesapeake. It is navigable thus far, but the navigation is obstructed by the falls half a mile above. We travelled eight miles more through a similar country, when we stopped to change horses. The land seemed but poor, and little cultivated; the principal woods were oak, hickory, and pine. The air was sweet and pure, and, having intelligent company in the stage, the travelling was very agreeable. At 19 miles from Patapsco creek, we stopped again to change horses, on an elevated situation, where we had a fine view of the adjacent country; and, in one direction, not less than 20 miles distant.

From thence we travelled 16 miles, through a country rough and uneven, and by a road no less so, when we came to an agreeable plain; and two miles further we passed through a little scattering village called Bladensburg, situated on the east branch of the Potomac; from thence we travelled nine miles more to Washington city; the whole distance being 44 miles. The country appeared generally poor and sterile; and the season had been uncommonly dry, in consequence of which all the grass and herbs were



parched, and the face of nature every where exhibited a scorched-like appearance. I noticed, however, several thriving fields of tobacco.

Being told that we were entering Washington city, I continued looking for the houses for some little time; but seeing none, I thought I had misunderstood the gentleman who made the remark, and turning round for an explanation, he told me, laughing, that we were almost in the very middle of it, and asked if I did not see the Capitol a little before us. I did, indeed, see a stately edifice, but no other appearance of a city. Soon after this, the stage stopped, at Steele's hotel, nearly opposite the Capitol, where I took lodgings.

On walking out to the Capitol Hill, I had a fine view of the whole scite of the city, which is very large, extending a mile and a half in each direction north and south of the Capitol; to the east two miles; and to the west nearly two miles and a half. The buildings, though numerous, being scattered over this large space, give it more the appearance of a thickly-settled country than a city; and, very few of them extending in the direction we came, we had travelled a good way into the city before I saw it.

The view from the Capitol is really superb. The whole country round is handsomely settled, with elegant houses; and the view is terminated to the west, south-west, and north-west, with highlands. To the south, is the river Potomac, with Alexandria pleasantly situated on its banks. The navy-yard and shipping, and the barracks, are seen to the south-east and eastward; and to the west is the president's house, a stately edifice, about a mile distant; beyond which, handsomely situated on the brow of the hill, is Georgetown. The Pennsylvania avenue runs between



the Capitol and the president's house, and being ornamented with trees and walks, on each side, forms a very pleasing prospect. It is in this direction that the city is making greatest progress.

The evening was clear and pleasant, and the reflection of the setting sun added lustre to the scenery.



## CHAPTER XXXII.

*Washington,—Treasury,—Capitol,—Barracks,—Navy-yard,—Georgetown.*

WASHINGTON, October 4. Having been furnished with a letter of introduction to a gentleman in the treasury-office, I called this morning, when I was politely received, and got every information calculated to facilitate my inquiries. My friend carried me to the different departments in the office, which are all spacious, and commodious; but this being a time at which there was no public business, there was little to be seen. From thence we went to the post-office, which has no great appearance exteriorly, but it seems to be very well arranged in the interior to answer the purpose for which it was designed. I was informed that both these departments were under excellent management.

I was then introduced by my friend to the gentleman who has the charge of the Capitol, and went with him to see that edifice. It is an elegant building of hewn stone, and consists of two wings and a portico in the middle. The north wing was quite complete, and the whole legislative business was transacted in it for the time. The senate-chamber occupies the ground floor, and is an elegant apartment, with handsome furniture; it is adorned with full length portraits of the late unfortunate king and queen of France. The house of representatives meet in an apart-



ment up stairs, which, I was told, was ultimately destined for the library room. It was fitted up with commodious seats for the members, but no way ornamented. The only things in it which merited notice, were two very elegant views of the falls of Niagara. From thence we went to the south wing, where a great many workmen were employed; and I was told they were making great exertions to have it finished in time for the next congress. The apartment for the house of representatives is a large oval room, occupying nearly the whole building up stairs, and will, when finished, be very superb.

From the Capitol I went to see the barracks. They are large and convenient, and were garrisoned by 250 men, being a portion of the United States' army. I was informed that they were found in every thing, besides their pay of six dollars per month. This, however, does not bear a proportion to the wages of the other classes in America, who, on an average, may be found in every thing, and have twelve dollars per month. The consequence is, that the few military that are wanted will probably not be, generally speaking, equal in respectability to the other citizens. It is probable they will be composed of indolent men, who are not willing to labour, or of vicious men, who have become obnoxious to society. This should, if possible, be guarded against. No set of men should be more respectable than those to whom are committed the national defence; and measures should be devised to place them on a footing with their brethren in regard both to industry and pecuniary means. Would it not be wise in a nation to plan works of public utility, and employ a portion of the time of the military in executing them? This would not only improve the country,



but would keep the men in active employment, and afford them wages equal to the other classes in society.

From the Barracks I went to the Navy-Yard, where I saw eight or ten frigates, the most of them undergoing repair. I went on board one, which, I was informed, was the *Chesapeak*. She carries 44 guns, and appears very large for that metal.

Having seen the most material places in Washington, I procured a horse, and took a ride to Georgetown, three miles distant from the Capitol. The view is very elegant the whole way, and, in the vicinity of Georgetown, there is a romantic chasm, in which there is a pretty large stream of water, called Rock Creek. Having passed this by a wooden bridge, I entered the town, which I found regularly laid out, and compactly built. It stands on the side of a hill, having a considerable descent to the river, of which it has a fine view. It contains about 300 houses, and 4500 inhabitants. Most of the houses are built of brick, and some of them are elegant. The public buildings are five places for public worship, an academy, and a bank. It is a place of considerable trade, which, in consequence of the rapid settlement of the back country, is yearly increasing.

The River Potomac, which is nearly a mile broad opposite Washington, contracts here to less than a fourth of that distance; and it is proposed to build a bridge across it, which, if executed, will add much to the convenience of this part of the country.

This river merits particular notice, and I cannot anywhere introduce it with more propriety than here.

The Potomac rises from a spring on the north-west side of the Allegany mountains, and runs a north-east course of



about 60 miles, to Cumberland, where it makes a bend, and, by a serpentine course, nearly south-east, runs about 18 miles, to where it receives the south-west branch. It then turns to the north-east, and runs a very serpentine course of about 45 miles, in which it receives a considerable number of tributary streams, to Hancock's Town. Here it makes another bend to the south-east, and 9 miles from thence it receives the waters of Licking Creek, and passes the North Mountain into a fine limestone valley, which it waters by a very winding course, and principally a south-east direction, for about 45 miles. In this valley it receives a considerable number of small streams, particularly the Conococheague Creek, at Williamsport, in the middle of the valley; and at the extremity it receives the waters of the Shenandoah from Virginia; and, by a singularly grand passage, issues through the Blue Mountain. It thence passes on, nearly in the same direction, about 30 miles, where, by two different falls, in the course of 8 or 10 miles, it descends above 140 feet to the level of tide-water, which it meets at Georgetown. The river now increases to about a mile broad, and, passing Alexandria, and Mount Vernon, it runs a course a little to the west of south, to 35 miles below Alexandria, where it makes a great bend of nearly 15 miles to the north-east. It now gradually increases in breadth, and, running 50 miles below this bend, flows into the Chesapeak Bay, by a passage about 10 miles broad. This is one of the most important of the Atlantic rivers, and, from its intersecting the country in a central situation, has excited great attention in the United States; more especially since Washington was fixed on as the seat of the general government. It is navigable for ships of any burden to Alexandria, a distance



of about 100 miles, and about 180 from the Capes of Virginia; and from thence for vessels of considerable burden to Georgetown, at the head of tide-water. There is a lock navigation, constructed at great labour and expence, round the first falls. Considerable improvements have been made further up the river; and it is presumed, that, by following up these improvements, the river can be made fit for boat navigation to Cumberland, 180 miles above tide-water, the elevation being 700 feet above the level of the sea.

Connected with this important subject, I may here notice, that a road has been laid out, by order of congress, from Cumberland, across the mountains, to Brownsville on the Monongahela, a distance of 72 miles, on which the angle of ascent is no where greater than 5 degrees. From Brownsville there is an easy navigation to Pittsburg on the Ohio.

I returned from Georgetown to dine with my friend; and after dinner was introduced to a number of gentlemen of Washington, who vied with one another in showing me attention, and in giving me information.

Among others, I saw Mr. Smith, the editor of the National Intelligencer, a shrewd, sensible man; and, having a desire to be correctly informed of the measures of the general government during my stay in America, I ordered a copy of that paper to be sent to Savannah. I had frequently seen and admired it for its liberality of sentiment, and freedom from personal abuse; and, from the access which the editor must necessarily have to the best sources of information, I was satisfied that the intelligence contained in it might be generally relied on.



In the evening, I was informed by my friends, that the president had unexpectedly arrived in the city, and I was advised to call upon him before I left it. I wished very much to have an opportunity of seeing the president; but I was informed at New York and Philadelphia, that he would not be at Washington until late in November, in consequence of which, I was not furnished with a letter of introduction. But they informed me, that it was altogether unnecessary. Mr. Jefferson was a man of no ceremony, and I could introduce myself as a stranger, and would be attended to as such, and would see more of the president than I could in any other way.

This advice I resolved to follow, and the result of it shall be communicated in the next chapter.



## CHAPTER XXXIII.

*Interview with Mr. Jefferson.*

WASHINGTON, October 5. In pursuance of the recommendation of my friends, I set out, this morning, at 8 o'clock, for the purpose of waiting on Mr. Jefferson. On my arrival at the president's house, I delivered my address to a servant, who in a few minutes returned with an answer, that Mr. Jefferson would be with me presently, and showed me into an elegant apartment. Mr. Jefferson soon entered by an inner door, and requesting me to be seated, sat down himself; and immediately, and very frankly, entered into conversation, by asking where I had landed, and how long I had been in the country. Having informed him, he remarked that I would probably be travelling to the northward; I replied that I had been to the north, and was now travelling to the southward. "And how do you like New York?" "Very much," said I; "it is one of the finest sea-ports I have seen, and, I presume, will always continue to be the first commercial city in the United States." He observed that he found that idea generally entertained by strangers; that New York was a very fine situation, and would unquestionably continue always to be a great commercial city; but it appeared to him that *Norfolk* would probably, in process of time, be the greatest sea-port in the United States, New Orleans perhaps excepted. He pointed out the circum-



stance of the vast confluence of waters, that constituted the outlet of the Chesapeake bay, on which Norfolk is situated, and remarked that these rivers were as yet but partially settled ; but they were rapidly settling up, and, when the population was full, the quantity of surplus produce would be immense, and Norfolk would probably become the greatest depôt in the United States, except New Orleans.

The conversation next turned upon the climate and season ; on which the president remarked, that the country had this summer been remarkably healthy ; that no case of epidemical sickness had come to his knowledge, some few of *bilious fever* and *fever and ague* excepted, at the foot of the mountains on James' river, not far from where he lived ; and which country was never known to experience any cases of the kind before. As this appeared singular, I inquired whether there was any way of accounting for it. He replied, that the way he accounted for it was this : " In ordinary seasons, there is a sufficiency of water to keep the rivers in a state of circulation, and no more ; but this season there has been a long and very severe drought, which, in many places, has dried them up. The water has stagnated in pools, and sends out a putrid effluvia to some distance ; which, being lighter than the atmosphere, ascends even some little way up the mountains, and reaches the abodes of those who thought themselves heretofore free from attack."

I was struck with the force of this remark, and applied it to a circumstance that had come under my observation at Washington. The Capitol Hill is elevated above the river upwards of 70 feet. Between this and the river there is a low meadow, about a mile broad, abounding with



swamps and small shrubbery. In the autumn these swamps send out an effluvia, which often affects the health of those who live on the hill. I noticed this circumstance, and the president remarked, that it was a case exactly in point. He said he had frequently observed from his windows, in the morning, the vapour to rise, and it seemed to have sufficient buoyancy to carry it to the top of the hill, and no further; there it settled, and the inhabitants, coming out of their warm rooms, breathed this cold contaminated vapour, which brought on agues and other complaints. He said he had frequently pointed out this to the people, and urged them to drain the swamp, but it was still neglected, although they had, besides suffering in their health, probably expended more in doctor's bills than it would have cost. "But, indeed," he continued, "mankind are exceedingly slow in adopting resolutions to prevent disease, and it is very difficult to convince them where they originate; particularly when the reasoning applied is the result of philosophical deduction."

The transition from this subject to that of the yellow fever was natural, and I introduced it by noticing Paine's essay on the subject. The president observed, that it was one of the most sensible performances on that disease, that had come under his observation. The remarks were quite philosophical, and, not being calculated to excite any party-feeling, they might have a very useful tendency\*.

\* I had seen this essay of Mr. Paine in the newspapers, and I made mention of it in the account of my conversation with him, page 65. I have since procured a copy of the essay; and as it is the most intelligible account that I have yet seen of the yellow fever, and is entirely clear of party-prejudices, I have inserted it at full length in the Appendix, No. I.



He then made a few remarks on the nature of the yellow fever itself. He observed, that it evidently arose from breathing impure air, and impure air may be either generated in the country or imported. A case had come under his observation where it was imported. A vessel arrived at Norfolk, and the air in her hold was so pestilential, that every person who went into it was affected, and some of them died; but, on the discovery being made, the vessel was purified, and the fever did not spread. This was a local circumstance, he observed, and there may be many others, which are pernicious as far as they go, and care should be taken to prevent them. But a ship can never import a sufficient quantity of impure air to pollute a whole city, if that city be otherwise healthy, and, therefore, the origin of the yellow fever, *on an extended scale*, must be sought for in an impure air, generated from filth collected in and about great cities; and it was very expedient that this view of the subject should be enforced, in order to induce mankind to attend to one of the most important concerns in life—cleanliness.

I took notice of the bad state of the road between Baltimore and Washington, and expressed my surprise that it should remain in this state, so near the capital of the United States. The president observed, that the removal of the seat of government was a recent measure, and the country was so extensive, that it would necessarily be a considerable time before good roads could be made in all directions, but as it was a most important subject, it would be attended to as fast as circumstances would permit; and the road to Baltimore, being the great thoroughfare to the northern states, would probably be one of the first that would undergo a thorough repair. He then in-



formed me, that both this subject and that of internal navigation by canals, were under consideration at the present time, upon a very extended scale, and probably a report would soon be published relative to them; and he had little doubt, but that in less than 20 years, turnpike roads would be general throughout the country; and a chain of canals would probably be cut, which would complete an inland navigation from Massachusetts to Georgia; and another to connect the eastern with the western waters.

I remarked that these would be most important improvements, and would greatly facilitate internal intercourse; and as to manufactures, I presumed it would long continue to be the policy of the country to import them. He replied, that this, like other branches, would of course find its level, and would depend upon the genius of the people; but it was astonishing, the progress that had been made in manufactures of late years. It would hardly be believed, he said, by strangers, but he had it on the best authority, that the manufactures of Philadelphia were greater in value annually, than were those of Birmingham 20 years ago; and he had no doubt but that manufactures, of articles of the first necessity, would increase until they became quite general through the country.

As the non-importation act was then in dependence, I was naturally anxious to ascertain, whether matters were likely to be adjusted with Britain, and, as modestly as possible, endeavoured to turn the conversation that way. I was urged to this by two considerations. I was not sure but that part of our fall importation would come under the operation of the non-importation act, if it took place; and being fully satisfied of the friendly disposition of the whig party in Britain towards America, I would gladly



have availed myself of an opportunity of expressing that opinion to the president. But on this subject Mr. Jefferson was, of course, reserved; though, from the few observations he made, I concluded that matters would ultimately be amicably adjusted. I was highly gratified by the expression of his opinion, on the character of my great favourite statesman Mr. Fox. Accounts had that morning reached Washington, that Mr. Fox was in the last stage of his illness.—I noticed the circumstance. “Poor man,” said Mr. Jefferson, “I fear by this time he is no more, and his loss will be severely felt by his country—he is a man of the most liberal and enlightened policy—a friend to his country, and to the human race.”

A gentleman then called upon him, I believe general Eaton, and I took my leave, highly pleased with the affability, intelligence, and good sense, of the President of America.



## CHAPTER XXXIV.

*District of Columbia.*

THIS district is 10 miles square, and was ceded to the United States by the states of Virginia and Maryland; and in the year 1800 became the seat of the general government. It is in north latitude  $38^{\circ} 54'$ , and the American geographers have adopted it as the first meridian of longitude, which I have followed in my descriptions of the states, so as the reader may know at a glance how far they are removed from the capital. The face of the country around it has been noticed. The soil appears poor and sandy. The climate is the same as the middle district of Maryland, and, judging from the countenances of the people, I should infer it is not very healthy. It is high and dry; but the whole flat country of Virginia and North Carolina lies to the south of it; and, when a south wind blows, it must waft a great deal of marsh effluvia along with it, of which the people in this district will receive a full share.

The district lies on both sides of the Potomac river, and is divided into two counties, one on each side. The population, when I was there, was supposed to be about 17,000, including those of Georgetown and Alexandria; and it was rapidly encreasing.

The general improvements in this district have been already noticed. Besides the settlements scattered over



the district, it contains two principal towns and the capital. Of these, Georgetown has been already mentioned; and as I shall have occasion to notice Alexandria in a subsequent article, it only remains here to give a general account of the federal city.

## WASHINGTON

Is situated in the centre of the district of Columbia, and is bounded on the south-east by the eastern branch of the Potomac river, to the south-west by the western branch, to the north-west by Rock creek, and to the north-east by the open country. Its extreme length from north-west to south-east is a little more than four miles and a half, and its medium breadth from north-east to south-west about two miles and a half, being nearly the dimensions of the city of London, including Westminster and Southwark.

An elegant plan of this city has been published, on which I counted 37 squares, 17 grand avenues, named after the different states, and 103 streets crossing one another at right angles, and running the whole length and breadth of the city. On this plan I find the following observations.

“The grand avenues, and such streets as lead immediately to public places, are from 130 to 160 feet wide, and may be conveniently divided into foot-ways, walks of trees, and a carriage-way. The other streets are from 90 to 110 feet wide.

“In order to execute this plan, Mr. Ellicott drew a true meridional line by celestial observation, which passes through the area intended for the capitol; this line he crossed by another, due east and west, which passes



through the same area. These lines were accurately measured, and made the basis on which the whole plan was executed. He ran all the lines by a transit instrument, and determined the acute angles by actual measurement, and left nothing to the uncertainty of the compass.

“The positions for the different edifices, and for the several squares or areas of different shapes, as they are laid down, *were first determined* on the most advantageous ground, commanding the most extensive prospects, and the better susceptible of such improvements as either use or ornament may hereafter call for.

“Lines or avenues of direct communication have been devised to connect the separate and most distant objects with the principal, and to preserve through the whole a reciprocity of sight at the same time. Attention has been paid to the passing of these leading avenues over the most favourable ground for prospect and convenience.

“North and south lines, intersected by others running due east and west, make the distribution of the city into streets, squares, &c.; and those lines have been so combined as to meet at certain given points with those divergent avenues, so as to form on the spaces ‘first determined’ the different squares or areas.”

There are three creeks delineated on the plan, above the city, on which I find the following observations.

“The perpendicular height of Tiber creek above the level of the tide in said creek, is 236 feet 7 inches. The water of this creek may be conveyed on the high ground where the Capitol stands, and after watering that part of city, may be destined to other useful purposes. The perpendicular height of the ground where the Capitol is to stand is above the tide of Tiber creek 78 feet.



“The perpendicular height of the west branch above the tide in Tiber creek, is 115 feet 7 inches.

“The water of Reedy creek, and that of the Tiber, may be conveyed to the president’s house.”

A most elegant plan indeed, and a very animated description. It only wants 40,000 elegant buildings, and a corresponding population, to constitute the American capital one of the handsomest cities in the world! However, it is to be recollected that every thing must have a beginning, and the time was when London was *not*.

The city now probably contains about 700 houses, and 5000 inhabitants. The buildings are all of brick, three stories high, and agreeable to a given plan. There are many scattering huts and wooden buildings throughout the district, but they are only temporary. The greater part of the public buildings have been already noticed. There are, besides, two or three churches, three market-houses, and a jail. The markets are tolerably well supplied with provisions, but every article is dear; the prices may be reckoned one-third higher than at Philadelphia; a circumstance that will probably operate against the progress of population.

The principal manufactures are those calculated for domestic consumption, boots, shoes, hats, &c. There is a considerable retail trade, but very little of any other; the shipping trade is carried on at Alexandria, and the inland trade at Georgetown.

The inhabitants are a collection from all quarters of the union, and there are many foreigners among them. They are reputed to be orderly and correct in their morals, and have bent their attention very much to the subjects of education and internal improvement.



The district of Columbia, west of the Potomac, is subject to the laws of Virginia, and east of the river, to those of Maryland; but the whole is under the special direction of the government of the United States, and the internal police is managed by a corporation, of which the president of the United States appoints the mayor. The other members are elected by the people.

There is a circuit court of the United States within the district, consisting of a chief judge and two assistants, and they hold four sessions annually.

A few general remarks shall close this chapter, and my account of the capital of the United States.

Having, in the course of my travels, heard a great many conflicting opinions about British influence and French influence, and federalism and democracy, and the supposed enmity of the American government to Britain and British trade; and of a partiality for the French and Bonaparte; I determined to take no share in the argument, but to hear all the evidence on both sides, as it came in my way, and to judge for myself.

The result of this judgment I shall now communicate.

I was satisfied, from all that I had seen and heard, that there is *bona fide* British influence in the country, of a very powerful nature, great in extent, and arising from very obvious causes. The principal of these are the identity of language, the similitude of manners and habits, and the extensive commerce between the United States and Britain. To prove the influence arising from these, it is unnecessary to go beyond my own person. I landed in America a stranger. I travelled through the country, associating every where freely with the people. I was uniformly received as a friend. I waited on the chief ma-



gistrate of America altogether in an unpremeditated manner. I sent up my address as "a native of Britain." His conduct and conversation have been faithfully recorded in the preceding chapter, and the public can judge of it. Did it look like prejudice against Britain or British people?—I say no.

In regard to French influence, it stands upon a footing exactly the reverse. The natives of France have a different language, and different manners and habits. When they arrive in this country, they have a language to learn; they never can learn to speak it with the fluency of a native; and they have few ideas *in common*, so that there really is little whereon to ground a free interchange of sentiments and of friendship. Accordingly it is found, that the French natives in the country are generally a quiet, peaceable people, who associate mostly among themselves, and pay little or no attention to politics, or to public concerns. I cannot illustrate this subject better than by a quotation from M. Talleyrand. He had travelled extensively in the United States, and had paid very close attention to the manners of the people. He closes a series of observations with this sentiment. "In all my travels through the country, I never saw an Englishman that was not treated as a native; I never saw a Frenchman that was not treated as a stranger."

Passing over mere party-bickerings, which I leave with a great deal of pleasure to the newspapers, I shall here remark, that it appeared to me, there was every disposition to have an amicable adjustment of all differences with Britain, and to cultivate a friendly intercourse to every extent that the natives mutually wished, or that their wants might call for; and as to partiality for Bonaparte and the



French, it was my sincere opinion, very deliberately formed, that there was none. Hence my opinion was strengthened as to the probability of a good understanding between the two countries; for I was satisfied of the friendly disposition of the British ministry. I knew that they did not all view America in the same light, and I dreaded the loss of Mr. Fox; but while a *Grenville*, an *Erskine*, and a *Grey*, remained in the cabinet, I was convinced that the valuable trade to the United States would not be sacrificed to a crooked policy, nor to gratify the avarice of a number of unprincipled speculators. I saw, indeed, a black cloud in the rear. A most powerful tory faction pressed upon the national councils, and almost browbeat virtue out of countenance; and this faction was strong in the good-will of the court. But, to counterbalance this, the HEIR APPARENT, THE PRINCE OF WALES, was with the whig party, and I hoped for the best.

In the afternoon I took my departure, in a ferry-boat, for Alexandria, which I reached at 6 o'clock.

ALEXANDRIA is situated on the west bank of the Potomac, in the south-east corner of the district of Columbia. It is laid out on the plan of Philadelphia, the streets crossing one another at right angles, and they are broad and airy. It contained, by the census of 1800, 4096 free inhabitants, and 875 slaves; the population has since greatly increased. The public buildings are a court-house and jail, a bank, and an episcopal church. I observed considerable shipping in the river, and learned that the inhabitants have a pretty extensive trade, principally in flour and tobacco.

The weather, during my stay in the district of Columbia, was clear and very warm; and from the observations



I made, I was satisfied that there must be a material difference of climate between this place and Philadelphia, the great change happening somewhere near the Patapsco river, agreeably to the opinion of Volney.

On applying at the mail stage-office, I found there were 10 places engaged, so that it was with some difficulty I could get accommodated; but they agreed to squeeze me amongst the number; and I retired to bed, resolved to sleep *as fast* as possible, with a view of getting up at 4 o'clock in the morning, the hour at which I was told the stage would set out.



## CHAPTER XXXV.

*Alexandria,—Richmond,—Petersburg.*

**MONDAY**, October 6th, 1806, at half past 4 o'clock, I took my place in the stage, and we left Alexandria a little before 5. We travelled by a pretty rough road, 17 miles, to Occoquan creek, where we stopped for breakfast. Part of our journey being before day-light, I could only remark that the country appeared uneven, and the soil tolerably good.

After breakfast, the company began to get a little acquainted with each other, and to exchange sentiments. I mentioned before that we were 11 in number, and it will show the nature of travelling in this country, to mention the places of destination. Three of the passengers were going to Richmond, in Virginia, 126 miles distant; two were going to Columbia, in South Carolina, distant 511 miles; one to Augusta, in Georgia, distant 596 miles; one to Fayetteville, North Carolina, 351 miles; three to different places in the interior of the country; and I was going to Savannah, in Georgia, distant 653 miles.

As we constituted a little republic, and several of us were to be many days together, we proceeded to elect office-bearers. The gentleman from Fayetteville was chosen president; the company conferred on me the honour of being vice-president; and thus organized we proceeded to the "order of the day."



Our president, who was called captain, by which title I shall hereafter denominate him, was an excellent travelling companion. He sung a good song; told a good story; and was, withal, very facetious, and abounded in mirth, humour, and jollity.

He had not long taken the chair, when, with the permission of the company, he sung a humorous song, which put us all in good spirits. He then proposed that each man in his turn should, when called on by the president, sing a song, tell a story, or pay five cents; which being unanimously agreed to, was immediately carried into execution, and called forth a wonderful degree of merriment and good-humour. I found myself a little at a loss, as I did not wish to part with my cents, and I had nothing but *Scots stories* and *Scots songs*; but I soon found that these were highly satisfactory, and that the name of Robert Burns was as well known, and as highly esteemed in Virginia, as in Ayrshire.

Our captain was both a son of Neptune and a son of Mars; and could adapt the technical language of these professions to the different movements of the stage, with remarkable facility. When the coach heeled to one side, he would call out, "to the right and left, and cover your flanks—whiz;" and when we passed a stream by a ford, he would sing out, "by the deep nine," accompanied with all the attitudes of heaving the lead. The day was clear, pleasant, and healthy; and, in this strain of merriment and good-humour, we prosecuted our journey much to our satisfaction.

From where we breakfasted, we travelled through a hilly country, and but partially cultivated, to *Dumfries*, a small town containing about 300 inhabitants, court-



house, jail, &c. ; and, from thence, we passed on through a hilly country, but more improved, to Fredericksburg, 25 miles, where we stopped for the night.

FREDERICKSBURG is situated on the south-west side of Rappahannock river. It is regularly laid out, the streets crossing one another at right angles, and consists of about 300 houses, containing about 1600 inhabitants. The principal public buildings are an episcopal church, an academy, court-house, and jail. It carries on a considerable trade, principally in flour and tobacco.

The Rappahannock river rises in the Blue Mountains, by two considerable streams, called *Rapid Ann* river and *Hedgeman* river ; which unite about 12 miles above this place, and, running a south-east course, falls into the Chesapeake bay about 90 miles below Fredericksburg, where it is about three miles broad. It is navigable to Fredericksburg, where it has two fathoms water\*.

On Tuesday, the 7th October, we started from Fredericksburg, at 1 o'clock in the morning, and travelled through an uneven country, and pretty well cultivated, to Bowling-Green, 22 miles ; and a few miles further, we passed *Mattaponi* river. This river rises about 20 miles above where we crossed it, and runs a south-east course, about 80 miles, when it joins the Pamunky river, and forms *York* river. It is navigable to Downer's bridge, 70 miles above its mouth†. About 15 miles from this river, we travelled through a country nearly similar to that described, but the soil rather sandy, to *Pamunky* river. This river is formed by the north and south Anna rivers, which rise in the north-west, about 50 or 60 miles

\* Jefferson's Notes on Virginia.

† Ibid.



distant, and form a junction about 15 miles above where we crossed. From thence it holds a south-east course, but with many windings, about 50 miles, when it forms the junction with Mattapony river aforesaid. It is navigable for boats about 40 miles above where we crossed it. YORK RIVER is composed of these two rivers, and widening to a considerable extent, it passes into the Chesapeak bay, by a channel of about three miles. Yorktown is situated 12 miles up this river, and is the best harbour in the state for vessels of the largest size. "The river narrows to the width of a mile at York, and is contained within very high banks, close under which vessels may ride. It holds four fathoms water at high tide for 25 miles above York, where the river is a mile and a half wide, and the channel only 75 fathoms. At the confluence of the Pamunky and Mattapony it is reduced to three fathoms deep.\*" York is remarkable as being the place where the contest with Britain was decided by the capture of lord Cornwallis.

After crossing this river we passed Hanover court-house, and the road proceeds through a country nearly similar to that already described, 24 miles, to Richmond, the capitol of Virginia, which we reached to dinner. In our way we passed Falling creek, a branch of James river, after which the country improves, and is handsomely settled. The day was very clear, and we had at one place a view of the Southwest Mountains.

RICHMOND is handsomely situated on James river, immediately below the falls. It is a large elegant city, consisting of more than 1000 houses, and contains about 8000

\* Jefferson's Notes.



inhabitants\*. The state-house stands on an eminence, and is considered the handsomest building in the state, having spacious apartments for the meeting of the legislature, and commodious rooms for the transaction of the public business of the state. The other public buildings are the court-house, jail, and theatre, two places for public worship, a freemason's hall, and three tobacco warehouses. Richmond is situated in a fertile healthy country, and is well supplied with provisions; and it is flourishing in manufactures and commerce. There is an armoury in the neighbourhood, said to be the best in the United States. The city is remarkably well situated for mill-seats; some of the finest flour-mills in the state have lately been erected, and the quantity of flour manufactured annually is immense. There are also rolling and slitting-mills, oil-mills, and several others; and several extensive distilleries and breweries. Richmond carries on a considerable trade, principally in tobacco and flour, with many places of the United States, particularly New York, which in return supplies it with dry-goods and groceries. The inhabitants here, like those in the sea-ports, are mostly dressed in British manufactures, and are very gay. They look remarkably well, and the ladies, of whom we only had a glance as we passed through the city, appeared very handsome.

Some nails in my portmanteau having given way, I carried it to a saddler to get it repaired; and on my return to the tavern, I found a native of Perth, to whom I had sent a message, waiting for me; and what with conversation about the place of our nativity, the importunity

\* By the census of 1810, the number is 9735.



of the stage-driver, and the humour of our merry captain, I was almost *short shipt* of a dinner. Having finished my repast as rapidly as I could, I took my place in the stage, and we set out for Petersburg.

Several of the passengers had left us at Richmond; but as we took up two or three gentlemen who were returning from a horse-race, the stage was still full; and we continued our regulations, which our new members assented to with great cordiality.

On leaving the city, we passed James River by a long wooden bridge, at which each of the passengers had to pay toll, a circumstance I never saw before, it being common to lay the toll on the carriage only. The scenery at this place was very beautiful.

JAMES RIVER is one of the most important in the state of Virginia. It rises near the Allegany Mountains, nearly 200 miles west from Richmond, and, pursuing a course to the eastward, runs through all the other chains, passes Richmond, and receives the waters of the Appomatox about 25 miles below that city. From thence it exhibits a curious appearance, widening and contracting alternately, and, by a crooked passage of about 70 miles, falls into Chesapeak Bay 15 miles to the westward of Cape Henry; its whole length, including its windings, being upwards 300 miles. The principal tributary streams to this river are the *Rivannah*, on which is Monticello, the seat of president Jefferson, the Appomatox, the Chickahomany, the Nansemond, and the Elizabeth, on which last is Norfolk. "The whole of Elizabeth River is a harbour, and would contain upwards of 300 ships. The channel is from 150 to 200 fathom wide, and, at flood tide, affords 18 feet water to Norfolk. The Nansemond is navigable to Sleepy



Hole for vessels of 250 tons ; to Suffolk for those of 100 tons ; and to Milner's for those of 25. *Chickahominy* has at its mouth a bar, on which is only 12 feet water at common flood tide. Vessels passing that, may go 8 miles up the river ; those of 10 feet water may go 4 miles further ; and those of 6 tons burden 20 miles further. The Rivanah is navigable for canoes and batteaux 22 miles, to the South-west Mountains, and may be easily opened to navigation through these mountains to its fork above Charlottesville\*."

" James River itself affords harbour for vessels of any size in Hampton Road, but not in safety through the winter ; and there is navigable water for them as far as Mulberry Island. A 40 gun ship goes to Jamestown, and, lightening herself, may pass to Harrison's Bar, on which there is only 15 feet water. Vessels of 250 tons may go to Warwick ; those of 125 go to Rocket's, a mile below Richmond ; from thence is about 7 feet water to Richmond ; and about the centre of the town,  $4\frac{1}{2}$  feet, where the navigation is interrupted by falls, which, in a course of 6 miles, descend about 80 feet perpendicular. Above these, it is resumed in canoes and batteaux, and is prosecuted safely to within 10 miles of the Blue Ridge ; and even through the Ridge a ton weight has been brought ; and the expence would not be great, when compared with its objects, to open a tolerable navigation up Jackson's River and Carpenter's Creek, to within 25 miles of Howard's Creek of Greenbriar, both of which have then water enough to float vessels into the Great Kanhaway. In some future state of population, I think it possible that its

\* Jefferson's Notes.



navigation may also be made to interlock with that of the Potomac, and, through that, to communicate by a short portage with the Ohio\*.”

A company has been incorporated by the state for improving the navigation of this river with a capital of 140,000 dollars, of which the state owns 50,000; and they are bound by the charter to remove all obstructions, so as there may never be less than 12 inches of water over all the shoals from the upper end of the lower falls to Pattonborough, in the middle of the mountains, and distant from Richmond upwards of 200 miles. The company have prosecuted the business with a laudable zeal, and have expended upwards of 200,000 dollars upon it. A canal is drawn from the river at the upper end of the falls, and proceeds 200 yards, when it is lowered 34 feet, by 3 locks, and again enters the river. From thence the navigation is perfect for 3 miles, when another canal commences, and runs  $3\frac{1}{2}$  miles to a bason at Richmond, where the navigation terminates. It was contemplated by the charter to continue the canal to the tide water, but the plan is for the present suspended.

The basin is a mile and a half from the port of Richmond, and is 80 feet above tide-water. From the upper end of the great falls to the basin the distance is  $6\frac{1}{2}$  miles, and the descent 48 feet; making in all 128 feet descent in 8 miles.

The navigation of the river from above the falls to its extremity among the mountains, is considered better than that of any of the other Atlantic rivers; and it may be observed that coal is found here in great abundance, a cir-

\* Jefferson's Notes.



cumstance which occurs no where else in the vicinity of tide water, in the United States.

From Richmond we travelled 25 miles to Petersburg, where we stopped for the night. The country I could see but partially, as we passed a considerable part of it in the dark. We crossed several small streams in our way, and near Petersburg the *Appamattox* river before alluded to.

This river rises near the mountains, and is in length upwards of 100 miles to its junction with James river. "It may be navigated as far as Broadway's by any vessel which has crossed Harrison's bar, on James river. It keeps eight or ten feet water a mile or two higher up to Fisher's bar, and four feet on that, and upwards, where all navigation ceases\*."

PETERSBURG is situated on the aforesaid river, immediately below the falls, and is a place of considerable wealth and importance, carrying on a great trade in tobacco and flour, a considerable portion of which is with New York. The population, in 1800, was 2034 free people, and 1481 slaves. The population, is said to be composed principally of Irish people, and they are distinguished for frank liberal manners, and high-spirited patriotism.

The principal public buildings are, two places for public worship, a court-house, jail, and freemason's hall.

The market is well supplied with provisions; and there are numerous mills in and about the town.

It was past 11 o'clock at night before we arrived, and we learned that the stage was to set out at one o'clock next morning. We considered it therefore entirely useless to

\* Jefferson's Notes.



go to bed, and the captain carried me to see some gentlemen of his acquaintance. There were six or eight of them, all agreeable young men, most of them Irishmen; and the captain being intimately acquainted with them was welcomed with much affection, and I was cordially taken by the hand as his friend, for whom he was pleased to express a particular regard. They had a violin in the room, which was immediately adjusted to the tune of *the Thistle and the Shamrock*\*, and we had a most harmonious concert of *jigs* and *strathspeys*, while *Yankee Doodle* was not forgotten. The song, the sentiment, and the toast followed. "An age could not have made us better acquainted," and we united in opinion, that there was no country on the face of the earth like this, where people of all nations, kindreds, tongues, and languages, could with such happy facility meet and harmonize in the spirit of unity, and in the bond of peace. "But pleasures are like poppies spread." We were in the full exercise and enjoyment of these sentiments when we were called away to take our places in the stage, and I left this little liberal circle with sentiments of friendly regard.

October 8, at one o'clock, we left Petersburg. At this early hour we could see nothing, but we *felt* that the country was hilly, and the road very rough. By the time the day dawned upon us we had travelled about 20 miles, and the country appeared pretty fertile; we saw many flourishing fields of tobacco, but, in consequence of the long and severe drought, the country exhibited a parched appearance.

\* The reader will not find this air in any of the modern English collections.



At 33 miles from Petersburg we passed *Nottaway* river, by a wooden bridge. This river rises about 50 miles above where we crossed it, and running a south-east course, above 100 miles, it forms a junction with the Meherrin river, in North Carolina, and, through the medium of the Chowan river, falls into Albemarle sound.

At 37 miles from the Nottaway river we crossed the Meherrin. The latter part of the distance, the country was much improved, and the road good. We now occasionally saw some crops of cotton, but the principal produce was tobacco and corn. The Meherrin river rises about 60 miles above where we crossed it, and running 60 miles more, in a south-east direction, it forms a junction with the Nottaway, before mentioned.

About 12 miles beyond this last mentioned river, we passed the North Carolina line, and here I pause to take a view of the great and important state of Virginia.



## CHAPTER XXXVI.

*Virginia.*

**BEFORE** I proceed to give a general account of this state, I may notice, that a most important service has been rendered to its geography, by the publication of the Notes of Mr. Jefferson; a work replete with valuable information, and exhibiting in every page the marks of a vigorous intellect and a philosophic mind. This work may be justly considered as the basis of the geography of the state of Virginia; and though, from the progressive nature of the subject, it does not now contain the necessary information, on some points; yet the traveller, in this state, will find it a most valuable companion; and by giving it a careful perusal will be amply rewarded for his trouble.

“The Notes were written in the year 1781, and somewhat corrected and enlarged in 1782, in answer to queries proposed to the author, by a foreigner of distinction (M. de Marbois, secretary of the French legation), then residing in America.” The work is arranged on the following plan.

“ 1 Boundaries.

2 Rivers.

3 Sea-ports.

4 Mountains.

5 Cascades.

6 Productions, mineral, vegetable, and animal.



- 7 Climate.
- 8 Population.
- 9 Military force.
- 10 Marine force.
- 11 Aborigines.
- 12 Counties and towns.
- 13 Constitution.
- 14 Laws.
- 15 Colleges, buildings, and roads.
- 16 Proceedings as to tories.
- 17 Religion.
- 18 Manners.
- 19 Manufactures.
- 20 Subjects of commerce.
- 21 Weights, measures, and money.
- 22 Public revenue.
- 23 Histories, memorials, and state papers."

With three numbers of an Appendix.

It is from this valuable work that the *facts* exhibited in the following short sketch are chiefly taken; and wherever the brevity of the subject would admit, I have given them in Mr. Jefferson's own elegant language, although I have adhered to my original arrangement of the various subjects. It may be observed here, that since Mr. Jefferson's Notes were compiled, Kentucky has been formed into a separate state, which makes a material alteration in the dimensions of the state of Virginia.

VIRGINIA is situated between  $36^{\circ} 30'$  and  $39^{\circ} 43'$  north latitude, and  $1^{\circ}$  east, and  $6^{\circ} 25'$  west longitude. The extreme length of the state from east to west is 442 miles, and the extreme breadth from the North Carolina line to the Pennsylvania line is 235; but it may be



observed that there is a small part of the state that stretches along the banks of the Ohio, to the west of Pennsylvania, about 60 miles long, and on an average 10 broad; and there is another small part, about 55 miles long and 12 broad, to the east of the Chesapeake. The area is computed at 70,500 square miles, being nearly as large as the whole island of Britain, computed at 77,243. The number of acres in Virginia is 45,120,000.

The face of the country is somewhat assimilated to Pennsylvania, including Jersey, Delaware, and Maryland. The eastern part extends along the sea coast about 115 miles, of which the outlet of the Chesapeake, already noticed, occupies 20; and this elegant confluence of waters, so often referred to, forms a great variety in this part of the state. From the sea coast to the head of the tide waters, about 100 miles, the country is mostly level, and abounds with swamps. From thence to the mountains it is agreeably uneven, and affords delightful prospects. The mountainous district is about 100 miles in breadth, and the ridges continue, as in Pennsylvania, to range from north-east to south-west. Beyond the mountains the country is much variegated—here swelling out into considerable hills,—there subsiding into agreeable valleys; and so continues to the Ohio, about 60 miles. The Allegany chain is the great ridge which divides the waters of the Atlantic from the Mississippi, and its summit is more elevated above the ocean than that of the others: but its relative height, compared with the base on which it stands, is not so great, because the country rises behind the successive ridges like steps of stairs. The most elevated point does not exceed 4000 feet, and few amount to more than 2500.



The whole of the Atlantic rivers have been already noticed; the others are but few. The state is watered to the westward by the Ohio upwards of 240 miles, and the Great Sandy river forms the boundary, for upwards of 100 miles, between it and Kentucky. The most important river, to the westward, is the Great Kanhaway, “a river of considerable note for the fertility of its lands, and still more, as leading towards the head waters of James river. Nevertheless, it is doubtful whether its great and numerous falls will admit a navigation but at an expence to which it will require ages to render its inhabitants equal. The great obstacles begin at what are called the great falls, 90 miles above its mouth, below which are only 5 or 6 rapids, and these passable, with some difficulty, even at low water. From the falls to the mouth of Greenbriar is 100 miles, and thence to the lead mines 120. It is 280 yards wide at its mouth\*.”

“The little Kanhaway is 150 yards wide at the mouth, and is navigable for 10 miles only†.”

The Shenandoah river rises in the interior of the country, and running a north-east course, of about 250 miles, through the great Limestone valley, parallel to the mountains, falls into the Potomac just above the Blue Ridge. The junction of the rivers, and the passage through the Blue Ridge, is said to be one of the finest scenes in nature, and is thus elegantly described by Mr. Jefferson. “You stand on a very high point of land. On your right comes up the Shenandoah, having ranged along the foot of the mountain an hundred miles to seek a vent. On your left approaches the Potomac, in quest of a passage also.—In

\* Jefferson's Notes.

† Ibid.



the moment of their junction they rush together against the mountain, rend it asunder, and pass off to the sea.

“The first glance of this scene hurries our senses into the opinion that this earth has been created in time ; that the mountains were formed first, that the rivers began to flow afterwards ; that, in this place particularly, they have been dammed up by the Blue Ridge of mountains, and have formed an ocean which filled the whole valley ; that continuing to rise, they have at length broken over at this spot, and have torn the mountain down from its summit to its base. The piles of rock on each hand, but particularly on the Shenandoah, the evident marks of their dis-rupture and avulsion from their beds by the most powerful agents of nature, corroborate the impression.—But the distant finishing which nature has given to the picture is of a very different character.—It is a true contrast to the foreground.—It is as placid and delightful as that is wild and tremendous.—For the mountain being cloven asunder, she presents to your eye, through the cleft, a small catch of smooth blue horizon, at an infinite distance in the plain country, inviting you, as it were, from the riot and tumult roaring around, to pass through the breach, and participate of the calm below. Here the eye ultimately composes itself ; and that way the road happens actually to lead.—You cross the Potomac above the junction, pass along its side through the base of the mountain for three miles, its terrible precipices hanging in fragments over you, and within about 20 miles reach Fredericktown, and the fine country around it. This scene is worth a voyage across the Atlantic ; yet there are people who have spent their whole lives within half a dozen of miles, and have never been to survey these monuments of a war between rivers



and mountains, which must have shaken the earth itself to its centre\*.”

“The only remarkable cascade in this country, is that of the falling springs in Augusta. It is a water of James river, where it is called Jackson’s river, rising in the warm spring, and flowing into that valley. About three quarters of a mile from its source, it falls over a rock 200 feet, into the valley below. The sheet of water is broken in its breadth by the rock, in two or three places, but not at all in its height. Between the sheet and the rock at the bottom you may walk across dry†.”

In the limestone country there are many caverns of very considerable extent. “The most noted is called Madison’s Cave, and is on the north side of the Blue Ridge, near the intersection of the Rockingham and Augusta line with the south fork of the southern river of Shenandoah. It is in a hill of about 200 feet perpendicular height, the ascent of which, on one side, is so steep, that you may pitch a biscuit from its summit into the river which washes its base. The entrance of the cave is, in this side, about two-thirds of the way up. It extends into the earth about 300 feet, branching into subordinate caverns, sometimes ascending a little, but more generally descending, and at length terminates, in two different places, at basins of water of unknown extent, and which I should judge to be nearly on a level with the water of the river.” “The vault of this cave is of solid limestone, from 20 to 40 or 50 feet high, through which the water is continually percolating. This trickling down the sides of the cave has incrustated them over in the form of elegant drapery; and

\* Jefferson’s Notes

† Ibid.



dripping from the top of the vault, generates on that, and on the base below, stalactites of a conical form, some of which have met and formed massive columns\*.”

Another of these caves is near the North Mountain in Frederick county. “The entrance into this is on the top of an extensive ridge. You descend 30 or 40 feet as into a well, from whence the cave then extends, nearly horizontally, 400 feet into the earth, preserving a breadth of from 20 to 50 feet, and height of from 5 to 12 feet. After entering this cave a few feet, the mercury, which was in the open air at 50°, rose to 57°†.”

“At the Panther gap, in the ridge which divides the waters of the Cow and Calf Pasture, is what is called the *Blowing cave*. It is in the side of a hill, is of about 100 feet diameter, and emits constantly a current of air of such force, as to keep the weeds prostrate for 20 yards before it. It is strongest in dry frosty weather, and weakest in long spells of rain‡.” “There is another blowing cave in the Cumberland mountain, about a mile from the Carolina line||.”

The *Natural Bridge*, in this state, is one of the most sublime of nature's works. “It is on the ascent of a hill, which seems to have been cloven through its length by some great convulsion. The fissure, just at the bridge, is, by some admeasurements, 270 feet deep, by others only 205. It is about 45 feet wide at the bottom, and 90 at the top; this of course determines the length of the bridge, and its height from the water. Its breadth in the middle, is about 60 feet, but more at the ends; and the thickness of the mass, at the summit of the arch, about 40

\* Jefferson's Notes. † Ib. ‡ Ib. || Ib.



feet. A part of this thickness is constituted by a coat of earth, which gives growth to many large trees. The residue, with the hill on both sides, is one solid rock of limestone. The arch approaches the semi-elliptical form, but the larger axis of the ellipsis, which would be the chord of the arch, is many times longer than the transverse. Though the sides of this bridge are provided in some parts with a parapet of fixed rocks, yet few men have resolution to walk to them, and look over into the abyss. You involuntarily fall on your hands and your feet, creep to the parapet, and peep over it. Looking down from this height about a minute, gave me a violent head-ach. If the view from the top be painful and intolerable, that from below is delightful in an equal extreme. It is impossible for the emotions arising from the sublime, to be felt beyond what they are here: so beautiful an arch, so elevated, so light, and springing, as it were, up to heaven! the rapture of the spectator is really indescribable! The fissure continuing narrow, deep, and straight, for a considerable distance above and below the bridge, opens a short but very pleasing view of the North Mountain on one side, and Blue Ridge on the other, at the distance each of them of about five miles. This bridge is in the county of Rockbridge, to which it has given name, and affords a public and very commodious passage over a valley, which cannot be crossed elsewhere for a considerable distance. The stream passing under it is called Cedar creek. It is a water of James river, and sufficient in the driest seasons to turn a grist-mill, though its fountain is not more than two miles above\*.”

\* Jefferson's Notes.



There are a great variety of minerals and mineral springs in the state. Iron is very plenty, and several mines of lead have been opened. Some copper, black-lead, and precious stones have been found, and in one instance gold was discovered. Limestone is plenty, and coal is abundant at Richmond, in some places among the mountains, and in the western country. Of the mineral springs, the warm and hot springs, and the sweet spring, are the most remarkable. They are situated near the sources of James river, at the foot of the Allegany mountains, about 42 miles apart. They are now well known, and much resorted to. There are sulphur springs in several places ; and on the Kanhaway river, 67 miles from its outlet, there is a very remarkable *air* spring. The hole from which it issues is of the capacity of 30 or 40 gallons, and the current of air so strong “as to give the sand about its orifice the motion which it has in a boiling spring. On presenting a lighted candle or torch within 18 inches of the hole, it flames up in a column of 18 inches in diameter, and 4 or 5 feet in height, which sometimes burns out within 20 minutes, and at other times has been known to continue burning for three days, and to have been left in that state. The flame is unsteady, of the density of burning spirits, and smells like burning pit-coal\*.” “There is a similar spring on Sandy river, the flame of which is a column about 12 inches diameter, and three feet high†.”

The soil in the low part of the state is sandy, except on the banks of the rivers, where it is very rich. Between the head of the tide-waters and the mountains, it exhibits a great variety, and a considerable portion is good. Among

\* Jefferson's Notes.

† Ibid.



the mountains there is a great deal of poor land, but it is interspersed with rich valleys. Beyond the mountains the soil is generally rich and fertile.

The climate of Virginia is very various, and is subject to great and sudden changes. In the greater part of the country below the head of the tide-waters, the summers are hot and sultry, and the winters mild. From thence to the foot of the mountains the air is more pure and elastic, and both summers and winters are several degrees of temperature below the low country. Among the mountains, the summers are delightful, though sometimes the heat is very great. To the westward the climate is temperate, the summers being cooler and the winters warmer than on the sea coast. Except in the neighbourhood of stagnant waters, in the low country, Virginia has, upon the whole, a healthy climate.

The first permanent settlement of Virginia was by the English, in 1610. In 1613, a Mr. Rolf married Pocahontas, the daughter of Powhatan, an Indian chief, and the connexion was the foundation for a friendly commerce between the English settlers and the Indians. In 1616 the culture of tobacco became general. The same year Mr. Rolf and his wife Pocahontas visited England, where she was introduced at court, and treated with great respect. She died the year following at Gravesend, and left a son, whose descendants still survive in Virginia. In 1688 the colony amounted to upwards of 60,000 people. In 1774 Virginia appointed seven delegates to the first congress, and took a decisive part in the war for independence. The state constitution was framed in 1776, and was the first in the United States. Virginia now sends 2 senators and 22 representatives to congress.



The state is divided into an eastern and western district, and 90 counties. In 1800 it contained a population of 540,353 free persons, and 345,796 slaves, in all 886,149; being upwards of 12 to the square mile.

There are no towns of any material consequence in Virginia, which has been attributed, and probably with reason, to the circumstance of the state being so completely intersected with navigable rivers, that a market is brought almost to every man's door, and they have no inducement to establish large cities.

Norfolk is the largest town, and the most commercial in the state. It contained, by the census of 1800, nearly 7000 inhabitants, which have since greatly encreased\*. It is a place of very extended commerce, principally in flour and tobacco, and its commerce and population will probably continue to encrease, for a long period. Mr. Jefferson remarks, in his Notes, "that it will probably be the emporium for all the trade of the Chesapeak bay and its waters, and a canal of 8 or 10 miles will bring to it all that of the Albemarle sound and its waters." The same sentiment was expressed in conversation with me. But it is to be observed, that the Chesapeak bay and its waters are navigable a long way into the interior of the country, in consequence of which, probably no single town or city will be the emporium for *all* the trade, it will be divided among many. We accordingly find numerous towns upon those waters, many of which have already been noticed, and the following may be added.

On Rappahannoc, Urbanna, Port Royal, Falmouth.

\* By the census of 1810, they amount to 9193.



On Potomac and its waters, Dumfries, Colchester, Winchester, Staunton.

On York river and its waters, York, Newcastle, Hanover.

On James river and its waters, Portsmouth, Hampton, Suffolk, Smithfield, Williamsburg, Manchester, Charlottesville.

There is no very important town in the western part of the state. Wheeling, on the Ohio, will probably increase more than any other.

The state has of late been considerably improved by roads, but in that branch much yet remains to be done. The canal contemplated by Mr. Jefferson between the waters of the Chesapeake and Albemarle sound has been cut. It is 16 miles in length, and answers a most valuable purpose. Considerable improvements have been made upon the navigation of the Shenandoah river; and there are several very important roads and canals projected. As to the buildings, Mr. Jefferson remarks, "The genius of architecture seems to have shed its maledictions over this land. Buildings are often erected by individuals at considerable expence. To give these symmetry and taste would not increase their cost. It would only change the arrangement of the materials, and form the combination of the members. This would often cost less than the burden of barbarous ornaments with which these buildings are sometimes charged. But the first principles of the art are unknown, and there exists scarcely a model among us sufficiently chaste to give an idea of them. Architecture being one of the fine arts, and, as such, within the department of a professor of the college, according to the new arrangement, perhaps a spark may fall on some young subjects of



natural taste, kindle up their genius, and produce a reformation in this elegant and useful art." Great improvements have doubtless been made since the year 1782, particularly in the towns; but in the country the houses are mostly composed of wood, and few of them that I saw had either symmetry of design, or elegance of execution to recommend them. Upon the whole, on this branch, the Virginians seem to be far behind their northern neighbours, and there is still much room for the exercise of architectural genius.

The great mass of the population in Virginia are farmers, or, as they are termed here, planters. The principal branches of agriculture for exportation, are wheat and tobacco; and the farms produce in plenty, Indian corn, rye, barley, buckwheat, &c. Hemp and flax are abundant, and considerable quantities of cotton are raised in the southern part of the state. Indigo is cultivated with success, and the silk-worm is a native of the country, though not much attended to. The fields likewise produce potatoes, both sweet and common, turnips, parsnips, carrots, pumpkins, and ground nuts; and of grasses, there are clovers, red, white, and yellow, timothy, ray, greensward, blue grass, and crab grass.

The orchards abound in fruits, apples, pears, peaches, quinces, cherries, nectarines, apricots, almonds, and plums.

The domestic animals thrive well, horses, cows, sheep, hogs, poultry; and there is a great variety of wild game.

The manufactures of the state are mostly of the domestic kind. I have not heard of any established upon a large scale. Hence the quantity imported annually from Britain must be immense. The principal port in the state being Norfolk, it carries on a vigorous trade with Europe,



in the surplus produce of the state, and imports largely of dry-goods; but a great portion of the trade of the state is carried on through the medium of other places, particularly New York.

The exports of the state, in 1805, amounted to 5,606,620 dollars, of which the greater part was domestic produce; but as no part of the produce sent to other states is included in the custom-house returns, I should be inclined to estimate the surplus produce at nearly double that amount, and their imports, principally of manufactures, at nearly as much, of which probably one half is from Britain.

The Notes on Virginia contain ample information on the state of society. Mr. Jefferson considers that it is materially affected by the existence of slavery. "There must doubtless," says he, "be an unhappy influence on the manners of our people by the existence of slavery among us. The whole commerce between master and slave is a perpetual exercise of the most boisterous passions, the most unremitting despotism on the one part, and degrading submissions on the other. Our children see this, and learn to imitate it; for man is an imitative animal. This quality is the germ of all education in him: from his cradle to his grave, he is learning to do what he sees others do. If a parent could find no motive, either in his philanthropy or his self-love, for restraining the intemperance of passions towards his slave, it should always be a sufficient one that his child is present. But generally it is not sufficient. The parent storms, the child looks on, catches the lineaments of wrath, puts on the same airs in the circle of smaller slaves, gives a loose to the worst of passions, and thus nursed, educated, and exercised in tyranny, cannot but be stamped by it with odious peculiarities. The



man must be a prodigy who can retain his manners and morals undepraved by such circumstances. And with what execration should the statesman be loaded, who, permitting one half of the citizens thus to trample on the rights of the other, transforms those into despots, and these into enemies, destroys the morals of the one part, and the *amor patriæ* of the other. For if a slave can have a country in this world, it must be any other in preference to that in which he is born to live and labour for another; in which he must lock up the faculties of his nature, contribute as far as depends on his individual endeavours to the enslavement of the human race, or entail his own miserable condition on the endless generations proceeding from him. With the morals of the people their industry also is destroyed. For, in a warm climate, no man will labour for himself who can make another labour for him. This is so true, that of the proprietors of slaves a very small proportion indeed are ever seen to labour. And can the liberties of a nation be thought secure when we have removed their only firm basis, a conviction in the minds of the people that these liberties are the gift of God? that they are not to be violated but with his wrath? Indeed I tremble for my country when I reflect that God is just; that his justice cannot sleep for ever; that considering numbers, nature, and natural means only, a revolution of the wheel of fortune, and exchange of situation, is among possible events; that it may become probable by supernatural interference! The Almighty has no attribute that can take side with us in such a contest.—But it is impossible to be temperate, and to pursue this subject through the various considerations of policy, of morals, of history natural and civil. We must be contented to hope they will force



their way into every one's mind. I think a change already perceptible, since the origin of the present revolution. The spirit of the master is abating; that of the slave rising from the dust, his condition mollifying, the way, I hope, preparing, under the auspices of Heaven, for a total emancipation, and that this is disposed, in the order of events, to be with the consent of the masters, rather than by their extirpation."

This elegant extract, which I could not think of abridging, does honour to the head and heart of its author; and it is probable, from the great reputation which he holds among his countrymen, that it may have produced a considerable effect in assuaging the evils of slavery. Virginia has long since prohibited the importation of slaves, and has, by her members in congress, always supported the question for a total prohibition of that branch, the most odious feature in it. And it is but justice here to observe, that the introduction of slavery in this, and in the other states, *was a part of the policy of the COLONIAL SYSTEM*. Had it not unfortunately taken place before the revolution, it is probable it never would have taken place; for almost every person, with whom I have conversed on the subject, have expressed their opinion, that it is not only hurtful to public morals, but contrary to every maxim of sound policy. But it exists, it is incorporated with the whole system of civil society; its influence has extended through every branch of domestic economy; and to do it away must be a work of time.

There are two colleges in the state; one of them, the College of William and Mary, very liberally endowed. There are several academies, and schools in each county; and there are numerous teachers in private families, as



tutors. The means, in short, for educating the wealthy are ample, and extensively applied; but the system seems to be defective, so far as *the mass of the people* are concerned, and that important branch deserves the early attention of an enlightened legislature.

At the period of the revolution, Virginia being the first state that drew up a new constitution, it was necessarily crude and undigested; and much of the old leaven remained. The subject of religion, in particular, was not placed on that footing of perfect freedom which is the natural heritage of man, the gift of Nature's God; and the subject affords Mr. Jefferson scope for the following remarks: "By our act of assembly of 1705, c. 30, if a person, brought up in the christian religion, denies the being of a God, or the Trinity, or asserts there are more Gods than one, or denies the christian religion to be true, or the Scriptures to be of divine authority, he is punishable for the first offence by incapacity to hold any office or employment, ecclesiastical, civil, or military; on the second, by disability to sue, to take any gift or legacy, to be *guardian*, executor, or administrator, and by three years imprisonment without bail. A father's right to the custody of his own children being founded, in law, on his right of *guardianship*, this being taken away, they may, of course, be severed from him, and put, by the authority of a court, into more orthodox hands. This is a summary view of that religious slavery, under which a people have been willing to remain, who have lavished their lives and fortunes for the establishment of civil freedom. The error seems not sufficiently eradicated, that the operations of the mind, as well as the acts of the body, are subject to the coercion of the laws. But our rulers can have authority



over such natural rights only as we have submitted to them. The rights of conscience we never submitted, we could not submit. We are answerable for them to our God. The legitimate powers of government extend to such acts only as are injurious to others. But it does me no injustice for my neighbour to say, there are twenty Gods, or no God. It neither picks my pocket, nor breaks my leg. If it be said, his testimony in a court of justice cannot be relied on, reject it then, and be the stigma on him. Constraint may make him worse, by making him a hypocrite; but it will never make him a truer man. It may fix him obstinately in his errors, but will not cure them. Reason and free inquiry are the only effectual agents against error. Give a loose to them, they will support the true religion, by bringing every false one to their tribunal, to the test of investigation. They are the natural enemies of error, and of error only. Had not the Roman government permitted free inquiry, christianity could never have been introduced. Had not free inquiry been indulged at the era of the reformation, the corruptions of christianity could not have been purged away. If it be restrained now, the present corruptions will be protected, and new ones encouraged. Was the government to prescribe to us our medicine and diet, our bodies would be in such keeping as our souls are now. Thus, in France, the emetic was once forbidden as a medicine, and the potatoe as an article of food. Government is just as infallible, too, when it fixes systems in physics. Galileo was sent to the inquisition for affirming, that the earth was a sphere. The government had declared it to be as flat as a trencher, and Galileo was obliged to abjure his error. This error, however, at length prevailed; the earth be-



came a globe ; and Descartes declared, it whirled round its axis by a vortex. The government in which he lived was wise enough to see that this was no question of civil jurisdiction, or we should all have been involved by authority in vortices. In fact, the vortices have been exploded, and the Newtonian principle of gravitation is now more firmly established, on the basis of reason, than it would be were the government to step in, and make it an article of necessary faith. Reason and experiment have been indulged, and error has fled before them. It is error alone which needs the support of government. Truth can stand by itself. Subject opinion to coercion, whom will you make your inquisitors ? Fallible men ; men governed by bad passions, by private as well as public reasons. And why subject it to coercion ? To produce uniformity. But is uniformity of opinion desirable ? No more than the face and stature. Introduce the bed of Procrustes then, and, as there is danger that the large man may beat the small, make us all of a size, by lopping the former, and stretching the latter. Difference of opinion is advantageous in religion. The several sects perform the office of a *censor morum* over each other. Is uniformity attainable ? Millions of innocent men, women, and children, since the introduction of christianity, have been burnt, tortured, fined, imprisoned. Yet we have not advanced one inch towards uniformity. What has been the effect of coercion ? To make one half of the world fools, and the other hypocrites ; to support roguery and error all over the earth. Let us reflect that it is inhabited by a thousand millions of people ; that they profess probably a thousand different systems of religion ; that our's is but one of that thousand ; that, if there be but one right, and ours that



one, we would wish to see nine hundred and ninety-nine wandering sects gathered into the fold of truth. But against such a majority, we cannot effect this by force. Reason and persuasion are the only practicable instruments. To make way for these, free inquiry must be indulged; and how can we wish others to indulge it, while we refuse it ourselves. But every state, says an inquisitor, has established some religion. No two, say I, have established the same. Is this a proof of the infallibility of establishments? Our sister states of Pennsylvania and New York, however, have long subsisted without any establishment at all. The experiment was new and doubtful when they made it. It has answered beyond conception. They flourish infinitely. Religion is well supported; of various kinds, indeed, but all good enough; all sufficient to preserve peace and order. Or, if a sect arises, whose tenets would subvert morals, good sense has fair play, and reasons and laughs it out of doors, without suffering the state to be troubled with it. They do not hang more malefactors than we do. They are not more disturbed with religious dissensions. On the contrary, their harmony is unparalleled, and can be ascribed to nothing but their unbounded tolerance, because there is no other circumstance in which they differ from every other nation on earth. They have made the happy discovery, that the way to silence religious disputes is to take no notice of them. Let us, too, give this experiment fair play, and get rid, while we may, of these tyrannical laws."

The experiment has been tried, and has succeeded.—An act passed the Virginia Assembly, in the beginning of 1786, in which it is declared, that, being "well aware that Almighty God hath created the mind free; that all



attempts to influence it by temporal punishments or burthens, or by civil incapacitations, tend only to beget habits of hypocrisy and meanness, and are a departure from the plan of the Holy Author of our religion, who, being Lord over both body and mind, yet chose not to propagate it by coercions in either, &c.—Be it therefore enacted by the General Assembly, That no man shall be compelled to frequent or support any religious worship, place, or ministry whatsoever, nor shall be enforced, restrained, molested, or burthened in his body or goods, nor shall otherwise suffer on account of his religious opinions or belief; but that all men shall be free to profess, and by arguments to maintain, their opinions in matters of religion, and that the same shall in no wise diminish, enlarge, or affect their civil capacities.”

The following are the outlines of the form of state government.

“ The executive powers are lodged in the hands of a governor, chosen annually, and incapable of acting more than three years in seven. He is assisted by a council of eight members. The judiciary powers are divided among several courts. Legislation is exercised by two houses of assembly, the one called the House of Delegates, composed of two members from each county, chosen annually, by the citizens possessing an estate for life in 100 acres of uninhabited land, or 25 acres with a house and lot on it, or a house and lot in some town. The other, called the Senate, consisting of 24 members, chosen quadrennially by the same electors, who, for this purpose, are distributed into 24 districts. The concurrence of both houses is necessary to the passage of a law. They have the appointment of the governor and council, the judges of the supe-



rior courts, auditors, attorney-general, treasurer, register of the land-office, and delegates to congress."

I have bestowed considerable pains to make myself master of the geography and political importance of this state, because, from its situation and extent, it must necessarily have a great influence on the body politic of the United States. It is the largest state in the Union, and has given two presidents, out of three, to the United States. It is geographically central, and, from its position, must necessarily include, or be contiguous to, the seat of the general government, while the states remain in their present united form. Perhaps, too, it may be the best situation for forming a general theory of the climate of the United States, and probably Monticello, the seat of Mr. Jefferson, may be one of the best positions in Virginia for making experiments, and contrasting them with those made in other places; and Mr. Jefferson has in a very laudable manner availed himself of this advantage.

As Mr. Jefferson's Notes are well known, and may be considered as containing authentic information on many important topics relative to this his native state, I have indulged myself by making copious extracts on the particular subjects to which they had reference; and I shall now close this article by a few more miscellaneous subjects, which I consider not only as valuable in themselves, but very important as containing Mr. Jefferson's opinions on several points of political economy.



*On Government.*

The following extracts are from the draft of a fundamental constitution for the commonwealth of Virginia.

“The said state shall for ever hereafter be governed as a commonwealth.

“The power of government shall be divided into three distinct departments, each of them to be confided to a separate body of magistracy”—legislative—judiciary—and executive.

“The legislature shall consist of two branches, the one to be called the house of delegates, the other the senate—and both the general assembly.

“The delegates to be elected annually; the senators bienially, and one half to vacate their seats each year.

“All free male citizens, of full age, and sane mind, who for one year before shall have been resident in the county, or shall through the whole of that time have possessed therein real property of the value of       , or shall for the same time have been enrolled in the militia, and no others, shall have a right to vote for delegates for the said county, and for senatorial electors for the district. They shall give their votes personally, and *vivâ voce*.

“The executive power shall be exercised by a *governor*, who shall be chosen by joint ballot of both houses of assembly, and when chosen shall remain in office five years, and be ineligible a second time.

“A *council of state* shall be chosen by joint ballot of both houses of assembly, who shall hold their offices seven years, and be ineligible a second time—Their duty shall be to attend and advise the governor. They shall annually



chuse a *president*, who shall preside in council in absence of the governor, and who, in case of his office becoming vacant by death, or otherwise, shall have authority to exercise all his functions, till a new appointment be made.

“ The *judiciary* shall be exercised by county courts, and such other inferior courts as the legislature shall think proper to continue or to erect; by three superior courts, to wit, a court of admiralty, a general court of common law, and a high court of chancery; and by one supreme court, to be called the court of appeals.

“ The governor, two counsellors of state, and a judge from each of the superior courts of chancery, common law, and admiralty, shall be a *council* to revise all bills which shall have passed both houses of assembly.

“ The military shall be subordinate to the civil power.

“ Printing presses shall be subject to no other restraint than liableness to legal prosecution, for false facts printed and published.”

#### *On the Importation of Foreigners.*

“ But are there no inconveniences to be thrown into the scale against the advantage expected from a multiplication of numbers, by the *importation* of foreigners? It is for the happiness of those united in society to harmonize as much as possible in matters, which they must of necessity transact together. Civil government being the sole object of forming societies, its administration must be conducted by common consent. Every species of government has its specific principles. Ours perhaps are more peculiar than those of any other in the universe. It is a composition of the freest principles of the English constitution,



with others derived from natural right and natural reason. To these nothing can be more opposed than the maxims of absolute monarchies. Yet from such we are to expect the greatest number of emigrants. They will bring with them the principles of the governments they leave, imbibed in their early youth ; or if able to throw them off, it will be in exchange for an unbounded licentiousness, passing, as is usual, from one extreme to another. It would be a miracle were they to stop precisely at the point of temperate liberty. These principles, with their language, they will transmit to their children. In proportion to their numbers they will share with us the legislation. They will infuse into it their spirit, warp and bias its direction, and render it a heterogeneous, incoherent, distracted mass. I may appeal to experience, during the present contest, for a verification of these conjectures." After a few other reflections, Mr. Jefferson adds—"If they *come of themselves*, they are entitled to all the rights of citizenship : but I doubt the expediency of *inviting them* by extraordinary encouragements. *I mean not that these doubts should extend to useful artificers.* The policy of that measure depends on very different considerations. *Spare no expence in obtaining them.* They will after a while go to the plough and the hoe ; but, in the mean time, they will teach us something we do not know. It is not so in agriculture. The indifferent state of that among us does not proceed from a want of knowledge merely ; it is from our having such quantities of land to waste as we please. In Europe the object is to make the most of their land, labour being abundant : here it is to make the most of our labour, land being abundant."



*On Manufactures, Agriculture, and Commerce.*

“We never had an interior trade of any importance. Our exterior commerce has suffered very much from the beginning of the present contest. During this time we have manufactured within our families, the most necessary articles of clothing. Those of cotton will bear some comparison with the same kinds of manufacture in Europe; but those of wool, flax, and hemp are very coarse, unsightly, and unpleasant: and such is our attachment to agriculture, and such our preference for foreign manufactures, that, be it wise or unwise, our people will certainly return as soon as they can, to the raising raw materials, and exchanging them for finer manufactures than they are able to execute themselves.

“The political economists of Europe have established it as a principle that every state should endeavour to manufacture for itself; and this principle, like many others, we transfer to America, without calculating the difference of circumstance which should often produce a different result. In Europe, the lands are either cultivated, or locked up against the cultivator. Manufacture must therefore be resorted to of necessity, not of choice, to support the surplus of their people. But we have an immensity of land courting the industry of the husbandman. Is it best then that all our citizens should be employed in its improvement, or that one half should be called off from that to exercise manufactures and handicraft arts for the other? THOSE WHO LABOUR IN THE EARTH ARE THE CHOSEN PEOPLE OF GOD, if ever he had a chosen people, whose breasts he has made his peculiar deposit for substantial and genuine virtue. It is the focus in which he keeps



alive that sacred fire, which otherwise might escape from the face of the earth. Corruption of morals in the mass of cultivators is a phenomenon of which no age nor nation has furnished an example. It is the mark set on those, who, not looking up to heaven, to their own soil and industry, as does the husbandman, for their subsistence, depend for it on the casualties and caprice of customers. Dependence begets subservience and venality, suffocates the germ of virtue, and prepares fit tools for the designs of ambition. This, the natural progress and consequence of the arts, has sometimes perhaps been retarded by accidental circumstances : but, generally speaking, the proportion which the aggregate of the other classes of the citizens bears in any state to that of its husbandmen, is the proportion of its unsound to its healthy parts, and is a good enough barometer whereby to measure its degree of corruption. While we have land to labour then, let us never wish to see our citizens occupied at a work-bench, or twirling a distaff. Carpenters, masons, and smiths are wanted in husbandry ; but for the general operations of manufacture, let our work-shops remain in Europe. It is better to carry provisions and materials to workmen there, than to bring them to the provisions and materials, and with them their manners and principles. The loss by the transportation of commodities across the Atlantic will be made up in happiness and permanence of government. The mobs of great cities add just so much to the support of pure government, as sores do to the strength of the human body. It is the manners and spirit of a people which preserve a republic in vigour. A degeneracy in these is a canker, which soon eats to the heart of its laws and constitution."



## CHAPTER XXXVII.

*Warrenton,—Raleigh,—Fayetteville.*

**T**WO miles from where we entered the state of North Carolina, we crossed the Roanoke river by a flat-bottomed boat. The banks where we crossed were steep and well wooded; the soil rich and fertile.

The Roanoke is composed of two principal streams, the Dan and Staunton, which rise in the mountains, and unite in the state of Virginia, about 45 miles above where we crossed it. From thence it runs a pretty crooked passage, but nearly south-east, 80 miles, to where it falls into Albemarle sound, by four different channels, near the outlet of the Chowan river. It is navigable nearly 30 miles for vessels of considerable size, and for boats of from 20 to 40 tons to the falls, 70 miles from its mouth. The land is said to be very rich on the banks of this river, and many wealthy planters live on it.

We travelled 16 miles, partly along the banks of the river, to Warrenton, where we stopped for the night. The country was fertile and well improved; the weather cloudy and rather cold.

Warrenton is a neat little town, containing about 300 inhabitants, who look well, and are said to be mostly Europeans. The town stands on a high dry situation, and is said to be healthy. There is a very respectable academy, at which there are generally 60 or 70 students.



Thursday, October 9th. We left Warrenton at 5 o'clock in the morning, and travelled 25 miles, through a level, sandy country, to Louisburg, an inconsiderable village on the banks of the Tar river, which we crossed at this place.

Tar river is a considerable stream, rising about 30 miles above where we crossed it, and, running about 150 miles in a south-east direction, falls into Pamlico sound. It is navigable about 30 miles to Washington, and from thence for flats to Tarborough, 90 miles from its outlet.

From hence we travelled 16 miles, the country sandy, and having a barren aspect, but the road pretty good, to Nuse river, which we passed by a ferry.

Nuse river rises about 40 miles above where we crossed, and, running a south-east course about 220 miles, falls also into Pamlico sound. It is navigable for sea-vessels 12 miles above Newbern, for flats 50 miles further, and for small boats nearly 200 miles from its outlet.

About eight miles, through a country a little more fertile and better improved, we reached Raleigh, and here we stopped for the night. The principal produce in the country through which we passed this day, is cotton and Indian corn. The weather was cloudy, with a shower of rain.

RALEIGH, the seat of government of North Carolina, is situated in north latitude  $35^{\circ} 56'$ , and is nearly in the centre of the state, being 160 miles from the sea-coast. The plan of the city is regular, the streets crossing one another at right angles, and there is a large square in the middle for the public buildings.

Raleigh contained, by the census of 1800, 334 free persons and 335 slaves. The state-house cost above 15,000 dollars. There are no other public buildings of impor-



tance, and the greater part of the other buildings being of wood, the place exhibits no very flattering appearance. They have a little trade in cotton and tobacco.

Friday, 10th. We set out from Raleigh at 4 o'clock in the morning. The passengers had now all dispersed in different directions, except the captain and myself. We had the stage to ourselves, and were as merry as ever. But there were few objects exteriorly to excite attention, or elicit remark. The country was one continued dull scene of sand and pine barrens. Now and then we passed a few piles of wood, collected for the purpose of making tar, and the streams we crossed generally looked as if they had been at tar-making too, being nearly as black as that commodity. The elements indicated a change of weather, and recollecting the highlandman's prognostication, "*long fair long foul*," I felt by anticipation a dreary *tail* to my journey after my agreeable friend would leave me, and we had only this day to travel in company.

In this mood I travelled 25 miles to *Black* river, and continuing our course through a similar country, we came to a small place called Avereysborough, soon after which we passed Cape Fear river.

*Cape Fear* river is the most considerable stream in North Carolina. It rises about 100 miles above Fayetteville, and running a south-east direction, upwards of 200 miles, falls into the Atlantic ocean, at Cape Fear, which gives it its name. It is about three miles wide at its outlet, and there is 18 feet on the bar at high water. It is navigable for vessels drawing 10 or 11 feet, to Wilmington; by sloops 25 miles above Wilmington; and by boats to Fayetteville. Having crossed this river, we pro-



ceeded, nearly along its western bank, 35 miles to Fayetteville, which we reached about 7 o'clock.

Here my agreeable travelling companion, who was a very respectable merchant in the place, invited me to his house, and showed me every degree of hospitality. As no passengers were going on, he urged me to spend a couple of days with him, and as an inducement promised to introduce me to a Scots highlander, who played delightfully on the *bag-pipes*. I was, however, urgent to be home, and resisted all entreaty. But finding that my funds would not hold out till I reached Charleston, I availed myself of his friendship to get a small supply, till I could remit from thence, with which having furnished me, together with letters of introduction to some of his friends in that city, we parted with mutual good wishes.

*Fayetteville* contains about 1800 inhabitants, is a place of considerable trade, and is rising in wealth and importance. The public buildings are handsome; and there are a considerable number of mills, distilleries, breweries, and tan-yards. The principal produce, carried to Wilmington market, is tobacco, wheat, flour, cotton, flaxseed, and provisions.

The country round Wilmington is generally sandy, but there are rich lands on the banks of the river, and the country is esteemed pretty healthy. A great many emigrants from Scotland are settled in the neighbourhood.

Saturday, 11th. The stage started this morning at 5 o'clock, and I was the only passenger. The country became more and more dismal, and was very thinly inhabited. The day was rainy, damp, and disagreeable; the creeks swelled beyond their natural limits, which made crossing very difficult; and the people looked pale and sickly.



Every thing conspired to throw me into a gloomy reverie. At one creek we found the bridge so shattered, that we had to unloose the horses and drag over the stage. On reaching Lumberton, 33 miles from Fayetteville, we stopped for the night, at the house of a very intelligent and *inquisitive* Yankee.

Lumberton, he told me, consisted of 33 houses, and contained 164 white people, and 44 blacks. He said the place was healthy; but, judging from the countenances of the inhabitants, I would have thought otherwise. As to the food, it did not suit my palate at all. It consisted of bacon and brown bread, both of a very sable colour, and for drink we had *new* peach brandy, as hot as pepper.

Sunday, 12th. It is customary for the stage to stop all Sunday; but having made a short journey yesterday, in consequence of the badness of the weather and roads, we had to make up the distance this day; and we set forward on our journey at 9 o'clock. The country became still more dismal, and the creeks were more swelled; so that we prosecuted our journey with great difficulty, and at length we met with an accident which proved fatal to one of the horses. We came to a creek, with a bridge in a very imperfect state. It was constructed of timber; three large logs were stretched across the creek, called sleepers, and these supported a number of mis-shapen pieces, called rafters, thrown on at random, without being fixed by either nails or pins. They had been disturbed by the freshet in the creek, and the driver alighted to adjust them. He then drove on; but on entering the bridge, the fore-wheels gathered the rafters in a heap, which stopped the progress of the carriage; and this happened just as the driver was in the act of whipping up the fore-horses.



They sprung forward, and, disengaging themselves with a jerk, by pulling out the staple of the main swingletree; they set off full speed, the swingletrees rattling at their heels. We alighted, took out the other two horses, and dragged the stage over ourselves; when, putting in the horses, we moved forward, and half a mile from the creek we found one the fore-horses lying nearly dead, at the side of a tree. It appeared that one was stronger than the other, and had pulled him off the road into the woods, when, dashing against a tree, the poor animal had got his death blow! I calculated that the bridge could have been put into a substantial state for five dollars; and this single accident would be a loss of at least 150.

A few miles beyond this we reached the stage, where we dined. Our dinner, as at Lumberton, was *black bacon*; our drink, *new* peach brandy. But our troubles were only beginning. A mile from where we dined we had to cross Ashpole swamp, about one-third of a mile in breadth; and here I met with something new. We swam across in the stage, and it was with difficulty that I preserved the mail from a very complete soaking. When I observed the fore-horses plunge, I called out to the driver whether we must swim. "O yes," says he, "swim away through thick and thin." I requested that he would remove the mail to a higher seat. He was not for losing time. I insisted I might be allowed to remove my trunk; and this being granted, I prevailed on him to assist me in moving the mail also; which having done, he dashed right through the creek.

Soon after this we passed the boundary line of South Carolina, 20 miles from Lumberton, at which I gladly pause to take a general review of the state.



## CHAPTER XXXVIII.

*North Carolina*

**I**S situated between north latitude  $33^{\circ} 47'$  and  $36^{\circ} 30'$ , and  $1^{\circ}$  east and  $6^{\circ} 45'$  west longitude. Its greatest length, from east to west, is 472, and its greatest breadth, from north to south, is 188 miles. It contains 50,500 square miles, or 32,320,000 acres.

The face of the country is much diversified. To the east, and south-east, there is a sea-coast of nearly 300 miles, indented with a great number of bays, the principal of which are Albemarle and Pamlico sounds, which receive the greater part of the rivers. On the outside of these sounds are some of the most remarkable capes in America, Cape Hatteras, and Cape Look-out, and to the southward is Cape Fear. The whole country below the head of tide water, about 100 miles into the interior, is low and sandy, abounding in swamps, and presents an evident appearance of having been at one period overflowed by the sea. The country from the head of the tide waters, towards the mountains, is agreeably uneven, and much improved in value. Among the mountains it is exactly similar to the state of Virginia; but being a few degrees to the south, the value of the country is improved, and the seasons in that district are delightful.

The state is, upon the whole, well watered. The rivers fall into the Atlantic Ocean, and have been all noticed;



except some to the southward, which I shall have to cross in my way to Charleston.

It is supposed that this state is well supplied in valuable minerals, particularly in the mountainous district. Iron ore is very plenty, and gold has been found in considerable quantities. There are various mineral springs.

The soil of North Carolina is very similar to that of Virginia. The low part of the state, which is a considerable portion of it, is low, sandy, and barren, abounding in pine trees; and the swamps, which are very large, produce cedars and bay trees. There are, in this district, good tracts of meadow land along the rivers, which are well cultivated, and produce abundantly. From the head of the tide waters to the mountains, the soil improves, and is very various. The mountainous district is very similar to that in Virginia.

The climate in the low country is subject to great and sudden changes, and is often unhealthy in the fall. Generally, the winters are mild, but very changeable. The spring is early, but subject to occasional frosts. The summers are hot and sultry, and the autumns are serene and beautiful; but the exhalations from the decaying vegetable matter in the marshes and swamps are very injurious to health. In the upper country, the weather is more settled, and, being free from swamps, is healthy. Among the mountains, the climate is remarkably pleasant.

The history of the first settlement of North Carolina is considerably lost in obscurity. In 1710, it contained about 1200 fencible men, when the first permanent settlement was made, under the direction of the proprietors of South Carolina. In 1728, the proprietors having sold



their right to the crown, it was erected into a royal government. The inhabitants took an early and decisive part in the war for independence, and the state suffered very severely. In 1774, they appointed three delegates to the first congress, and adopted a state constitution in 1776. It now sends two senators and twelve representatives to congress.

The state is divided into 8 districts and 60 counties. The population, in 1800, was 478,103, of whom 133,296 were slaves, being upwards of 10 persons to the square mile.

The state has made considerable improvements in agriculture, commerce, and national wealth; but it exhibits a barren prospect to the traveller. The post road runs through the poorest part of it, and, to use the language of Mr. Jefferson, "the genius of architecture seems to have shed his maledictions over the land." The buildings are mostly of wood, some of them painted, and some not; and they exhibit a very unsightly appearance. Like Virginia, there are no large towns, and there seems to be no occasion for them. Mankind are probably better accommodated by a great number of small towns than by a few large cities.

*Newbern* is the chief town. It is situated at the confluence of the Nuse and Trent rivers, on a level point of land, somewhat resembling Charleston, South Carolina; and it carries on a considerable trade with other places in the state, and the West Indies. The population, in 1800, was 2467, of whom above one half were slaves.

*Wilmington* is the most commercial town in the state. It is situated at the junction of the two branches of Cape Fear river, 35 miles from the sea, and, being the place



of depôt for a large back country, it carries on considerable trade, foreign and domestic. The town contains about 1700 inhabitants. The houses are mostly built of wood, and the town has suffered severely from fire at various times.

*Edenton*, on Albemarle Sound, is one of the oldest towns in the state, and was formerly the seat of the royal governors. It is favourably situated for trade, but is low and unhealthy. It contains about 750 inhabitants.

Raleigh and Fayetteville have been noticed. The others of most note are *Washington*, *Tarborough*, and *Hillsborough*, on the Tar river; *Halifax*, on the Roanoke; *Salem*, on the Yadkin; *Morgantown*, on the Catawba; and *Beauford*, near Cape Look-out. The population of these places is from about 500 to 700; and there are many villages containing from 100 to 300.

The roads and bridges are yet in an imperfect state, and much remains to be done to make travelling comfortable.

The inhabitants are mostly farmers, and produce on their farms every necessary of life. The principal commodities for sale are tar, turpentine, pitch, rosin, timber, beeswax, corn, cotton, and tobacco. Almost every family in the country manufacture their own clothing, so that the British trade to this state is not great, nor important. The greater part of it is carried on through the medium of Charleston, or the northern states. The direct exports amounted, in 1805, to 779,903 dollars.

The state of society is somewhat similar to Virginia. Many of the planters are wealthy, frank, and hospitable; and considerable efforts have been made to place education on a respectable footing. A university has been founded, and endowed by the state; and there are several



respectable academies. But the most important branch, that which has for its object the *general* diffusion of knowledge, has been neglected until of late. In 1808, however, an act passed the legislature to establish common schools throughout the state, which, if followed up, will produce good effects.

The legislative authority is vested in a senate and house of commons, together styled the General Assembly, and chosen annually. Senators must be possessed of 300 acres of land; representatives of 100. The electors of senators must be possessed of 50 acres of land; and of representatives a freehold in some town. The executive is vested in a governor, elected by the General Assembly, and he is not eligible to serve more than three years in six. He is assisted by a council of state, consisting of seven persons, elected by the Assembly annually. The judiciary consists of a supreme court, a court of equity, and a court of admiralty. The judges are appointed by the Assembly.



## CHAPTER XXXIX.

*Willton,—Georgetown,—Charleston.*

ALTHOUGH we had passed into a different state, we had neither a more beautiful country, nor a better road. The one was flat, swampy, and dismal; the other was bad in the extreme. We passed a small plantation, a mile from the state line, after which we had three miles of solitary road, when we came to a methodist church, attended by a pretty decent-looking congregation. Five miles from thence is Swimming creek; but we did not *swim* here, though we had to *wade* a long way. A mile farther we reached Little Pedee, where we left the stage, and crossed in a canoe to Ford's, where we stopped for the night. The day was moist and warm, rather sultry, but on the whole not disagreeable. The country was more imminently wretched than any I had yet seen, and excited a wonder how it was inhabited at all, when there is so much good land, and so many fine climates, in other parts of the United States.

Little Pedee river rises about 80 miles above where we crossed it, runs a south-east course about 130 miles, and falls into the Great Pedee. It is a considerable stream, and at this time was swelled by the late rains to a great extent. It is not navigable.

Monday, October, 13th. On getting up this morning, at daylight, I found the driver, a young lad of about 18, was not inclined to go on with the stage, and Mr. Ford, the post-



master, seemed to be very indifferent whether he went or not. The driver alleged that there was a bridge broken on a creek about 18 miles distant, which he could not possibly get across, and it was of no use to try. I asked when it would be passable. He replied drily, "Perhaps in a month." "And are we to wait here a month?" "I suppose so," said he, with great *sang froid*. I appealed to the postmaster, but he appeared willing to leave it to the driver's discretion. Thus situated, I resolved to take a decisive course, and told them, that though I was unacquainted with the post-office regulations, yet it appeared to me that the stage ought not to be stopped, but by an unsurmountable difficulty, and, after the answers I had received, I would require to see that difficulty before I was satisfied of it. If therefore the stage was detained here, I would draw up a representation of the case, and send it to the postmaster-general. The young man said, that there was a bye-path through the woods, which he could take, and perhaps get over the creek, provided he had any assistance. Another driver was in the house, who wished to go to Georgetown, and having no money, he offered to give his assistance if they would give him a passage free. This the postmaster objected to. The sum was only about three dollars, and I pointed out the impropriety of detaining the stage two days for such a trifle; but it was to no purpose; and I was obliged to become security for the payment of it before Mr. Ford would consent to let the young man go on.

Having got this matter adjusted, we travelled 15 miles to Reedy creek, the soil sandy, the woods pine, and many swamps by the way. The banks of this creek were over-



flowed to the breadth of a quarter of a mile on each side. About a mile beyond this, the driver took a passage through the woods, the assistant driver acting as pioneer, and after travelling in this way nearly three miles, we came to the creek, concerning which we had the altercation in the morning. It was not broad, but very deep, and choaked up with roots and brushwood. I did not like its appearance; but there was no alternative, we must either go through or return. Having secured the mail from the water, and taken some precautions in case of being upset, we plunged in, swam right across, reached the opposite bank in safety; and travelling about a mile more, through trackless woods, we regained the road, very much to my satisfaction. I bestowed much applause on the two drivers for their good conduct, and at the first tavern we came to, treated them with a glass of grog. So our morning's scolding was forgotten, and we travelled on very agreeably, through this disagreeable country.

We were hardly ever out of swamps and creeks. Six miles from our *swimming* creek, we reached Maple swamp; and here the bridge was also broken, and we had to get across in a flat, which detained us a considerable time. Five miles beyond this we reached the Great Pedee river, which we crossed by a ferry.

This is a fine flowing river; next to the Santee, the largest in South Carolina. It rises in North Carolina among the mountains, and has in that state the name of Yadkin river. From thence it continues a south-east course, and after being joined by large tributary streams, particularly Little Pedee, Lynch's creek, and Black river, it falls into the sea, 12 miles below Georgetown. Its whole length is upwards of 300 miles, and it waters an extensive tract



of country. It is navigable for sea vessels to Georgetown, and for smaller vessels 100 miles higher up. It is about 400 yards broad where we crossed it, and flows with a strong current. Its banks are said to be fertile, but, in the low country, are very unhealthy.

We stopped here for breakfast, but the family were all sick with fever and ague, in consequence of which we were long detained. It was, however, at last produced, and consisted of unsightly coffee, brown bread, some bacon and butter, which looked like "train oil thickened with salt." I had just put the cup to my lips, when I heard a violent retching in the adjoining room, the door of which immediately opened, and out came such a smell, as filled the room with a perfume somewhat different from that of Arabia Felix. I could not bear it, and urged to be gone; but the drivers seemed to be accustomed to these sort of scenes, and ate their coarse fare with all the composure imaginable.

We left this wretched place at half past 11 o'clock, and, two miles distant, came into the old post-road, which gave us a great degree of pleasure; as the road from Lumberton was all a new line, and desperately bad. However, our troubles were not over; for a few miles after entering this road, we came to Lynch's creek; and here the bridge was not only gone, but the water was spread over the face of the earth nearly three quarters of a mile in breadth. There was a house at the other side, but the view was obstructed by the woods, and we had to hollow for half an hour before we were heard. At last, to use an Irish phrase, we heard the voice of oars plashing in the water, and soon saw two black fellows paddling a huge flat, on which we were taken across.



Passing over many creeks and swamps of inferior note, and there is hardly any thing else to excite attention in this country, we reached Blackmingo creek at 4 o'clock in the afternoon. This creek had swelled to a great extent, and part of the bridge was gone, so that we could not get over the stage nor horses. We got across with the mail, which we delivered at the post-office, where we were informed that the Georgetown mail had not arrived; and so we were set fast, at length, at a miserable little place called *Willton*.

The whole *city* consisted of only about 15 or 20 houses; as for public buildings, there were none, but there was a tolerably good wooden building, at which I was told a Scotsman kept a dry-goods store. Ay, thinks-I-to-myself, notwithstanding the eminent wretchedness of the place, *Saunders* has found out that something is to be done here. However, *Paddy* was not behind hand with him. The greater part of the other inhabitants were Irish people.

I took up my lodgings at the head *inn* (there were two in the city), and I found my landlord a civil, obliging little Irishman. I told him my adventures in the stage from Lumberton, at which he laughed heartily, observing, "By J——s, you must have had a tough time of it, and I'll warrant you have found the ground of your stomach: weel, weel, the old woman will have something ready presently, and I'll see to have a little bit of beef; and though it's salt, we'll have plenty of vegetables to it, and some poratoes, the seed of which I got from old Ireland; and in the mean time, we'll just have a little drop of something to drink peace and good neighbourhood. Och, now, I do like to see a countryman; and although you are not just a



countryman neither, yet you're the next door neighbour to it, and that comes to the same thing." So saying, he set off to give the necessary orders about the dinner, and soon returned with the bottle, attended by the doctor of the *city*, whom he introduced to me as a countryman, "and as honest a fellow as ever crossed the great sea."

While we were regaling ourselves, the doctor was seized with an ague fit: "Och, now, doctor," says the landlord, "what's that for? you should leave the like o' that to me, who am a trained hand at it; it's I that can rap it away to some purpose when I begin." And he soon did begin to rap it away. He was seized with a violent fit. I felt for them at first; but when I observed their wo-begone countenances and odd gestures, I could not help comparing them, in my imagination, to Shakespear's admirable simile of "Patience on a monument smiling at grief," and was obliged to burst out into a loud laugh. The landlord, forgetting his ague fit, joined me. "By my shoul," says he, "you're a pure one. I believe now, if you were to be here beside me, with that merry face of your own, you would do me more good than the doctor with all his medicines. Doctor, why don't you shove that rascally ague about its business, and join me and the gentleman in the laugh?" The doctor smiled, which was all the length he could go; however, they soon got clear of their shake, and we sat down together to dinner. "Ay, this is something like civilization," says I, putting my fork into the salt beef. "Now would you have expected that I could have mustered you up a little bit of stuff like that?" said the landlord. "Now eat away heartily, and make yourself at home, and here's some poratoes for you, and some sweet poratoes, and there's some beans and turnips; take



some o' that now, and some corn-bread, and some o' these cakes, that was baked for you by the old woman, and eat heartily, and make your dinner, dear, for you see we don't want good fare, though we have got into a queer out-o'-the-world-looking place."

The officious kindness and good humour of this agreeable Irishman, beguiled the time, and reconciled me to a detention of two days at this place, which would otherwise have been almost intolerable; for there was not a single external object to gratify the senses, the glorious effulgence of a bright sun excepted. The weather was clear and beautiful.

Wednesday, 15th. The Georgetown stage arrived, and the other mail from the northward, so we got relieved from our confinement at 5 o'clock; and, bidding adieu to the agreeable Irishman and his family, we set out in the stage.

The country continued, as before, flat and sandy, six miles, to Black river, which we passed by a wooden bridge. This bridge had been broken, which was the reason of the detention of the stage, and, though now repaired a little, it was still in a very shattered state. *Black* river rises near Camden, and, running a south-east course, falls into the Great Pedee, a little above Georgetown. The road continued pretty good, but the bridges were in very bad order, and we passed many of them; for the country is here intersected with creeks in all directions. We reached Georgetown, 20 miles from Willton, at 8 o'clock in the evening.

Here I was agreeably surprised to find a young gentleman, who had been a considerable time clerk in the same house with me in Glasgow. We were mutually gratified



at this meeting; the more so, when we learnt that we would travel together to Charleston.

*Georgetown* is situated at the confluence of Pedee and Black rivers, 12 miles from the sea, and contains about 2000 inhabitants. It is the only sea-port in South Carolina, except Charleston, and has a considerable trade, particularly in rice, of which it is said that the lands in its neighbourhood produce 30,000 tierces annually. The houses are mostly built of wood, and are but indifferent. The principal public buildings are a court-house, jail, an episcopal church, a presbyterian church, one for baptists, one for methodists, and a flourishing academy.

The situation is unhealthy in the fall, but the winters are mild and pleasant.

Thursday, 16th, we left Georgetown at 3 o'clock in the morning, and travelled through a level, sandy soil, about 13 miles, when we passed the north branch of the Santee. From thence there is a very muddy swamp, through which there is a causeway. But causeways here are entirely different from what they are in Britain. I naturally expected to find a pavement of stones, when the term was made use of; instead of which, I found them to consist of pieces of wood laid across the road, with a little space between them, which is filled up with earth and brush-wood; but this soon wears away, when the road becomes exceedingly rough. Over this we had to travel *jolt, jolt, jolt, jolt*, for two miles, when we passed the south branch of the Santee, and had a good level road.

Santee is the largest river in South Carolina, and is formed by two very large streams, the Congeree and Wateree, in the interior of the country. Thence running upwards of 100 miles, in an east-south-east direction, it



divides about 5 miles above where we crossed it, and falls into the Atlantic Ocean, by two channels not far apart. The Wateree rises at the foot of the mountains in North Carolina, where it is denominated the Catawba, and, pursuing a south-east course, is joined by many tributary streams, and forms a junction with the Congeree, upwards of 200 miles from its source. The Congeree rises also in North Carolina, within a few miles of the Catawba, and pursues a south-east course about 70 miles, when it crosses the state line, and runs due south about 50 miles; it then runs south-east about 130 miles, and forms the junction aforesaid. In its passage through South Carolina, it receives a great many tributary streams, some of which are large rivers, particularly the Tyger, Enneree, and Reedy rivers.

Thirty miles from Georgetown, we stopped for dinner, where we had a view of the Atlantic Ocean; and this was several times repeated in our journey onward. There was no other variety, for the country is one continued sand flat, with drifting sand and pine trees. But the weather was delightful. We reached Charleston at 6 o'clock in the evening.



## CHAPTER XL.

*Charleston.*

AS it was of importance to make some arrangements at Charleston, I wrote to Savannah, and in the interim had a few days to spend with my friends.

On the evening of the 20th of October, I was invited, by a friend, to take a ride to the west end of the town. As we returned, a gentleman on horseback came up with us, whom my friend familiarly accosted by the appellation of Doctor, and introduced me as a stranger, recently from Britain. The doctor immediately entered into conversation on the affairs of that country. "I'm afraid," says he, "it's all over with that empire." "How so?" asked I. "Why," says he, "it appears to me, that the present ministry will ruin the country." "Why, now," said I, "it appears to me, on the other hand, that they are making efforts to save it; at least, I think they have taken very important steps with that view, since they have been in power." He replied, very dogmatically, that I did not seem to understand it;—the men were ruining the country; he was sure of it; he saw it very clearly. He was a jolly, good-looking man, with a drab coat, and a white hat; and I supposed him to be a doctor of medicine, and an American. But I was surprised at his violence, and his animosity to the whig party; for it was generally understood that they were much more favourably disposed



towards America than their predecessors. When he had expressed his sentiments, I adverted to that favourable circumstance, and stated, that, having been very lately in the country, I had paid a good deal of attention to public affairs, and was pretty well acquainted with the policy of the ministry; so that I ought to understand the subject at least as well as those who lived 3000 miles distant; and if he would give me leave, I would state a few particulars, which he would find to be highly in favour of the present administration. “You are entirely mistaken,” said he; “people who live here can form a much better judgment on the conduct of the British government than those who are on the spot. But what d’ye propose to tell me? can you mention a single instance in which they departed from the policy of Mr. Pitt? Can you mention one? I defy you to mention one.” I instanced *the attempt to give peace to their country; to restore religious freedom to the Roman catholics; to conciliate foreign powers;* but, above all, TO PUT AN END TO THE TRAFFIC IN HUMAN FLESH. He passed over all these circumstances except the last, and, fixing on it, “But Mr. Pitt,” says he, “advocated the abolition as well as Fox.” “He did so,” said I, “but in a very different *manner*, and with a very different *effect*.” “And I think the worse of him for so doing,” said he; “*there*, I think, he was *an enemy to his country!*” “I understood,” said I, “that you approved of the measures of Mr. Pitt.” “And so I did.” “Well, then, in supporting the abolition, was he an enemy to his country?” “No,” said he, “I don’t think so; *for I believe he was not sincere!*” “Not sincere!” said I. “Sir, you place Mr. Pitt’s memory in a very extraordinary point of view. If he was not sincere, he was a con-



summate hypocrite. If he was sincere, then, according to your opinion, he was an enemy to his country.”—“Ay, but there may be *cases of expediency*,” said he. “Cases of expediency !” said I. “Sir, truth is simple and honourable, and requires no expedients. Falsehood is base and detestable, and all the expedients in the world will not disguise it.—Besides, to apply cases of expediency to such a momentous concern as the slave trade is monstrous.—The laws of morality require that we should do to our neighbours as we would be done by ; humanity enforces it—christianity”——I was going to say enjoins it ; but our roads lay different, and we parted. “You should not have been so severe upon the doctor,” observed my friend. “Who is he ?” said I.—I was astonished, and the reader will be astonished to learn, that this approver of expedients !—this supporter of the measures of Mr. Pitt !—this advocate of the slave trade ! was a minister of the gospel of Christ ; and was sent out to Charleston on the recommendation of the late Dr. Blair of Edinburgh.

I was variously employed in Charleston until the 21st, by which time I had got all my arrangements completed, when, having no letter from Savannah, I became exceedingly impatient to be gone. I accordingly took my passage by the mail stage, and, as it was to start at three o’clock in the morning, I went to sleep in the stage-house.

I was seized with a slight fever during the night, and when the departure of the stage was announced, I found it was out of my power to proceed. I got very anxious, and sent for a doctor, who prescribed some medicine, and I believe gave me a very improper dose, to which, principally, I attribute a severe stomach complaint with which I was afterwards afflicted.



In this situation I was greatly assisted by a young Irishman, who came to lodge at the same house. He examined into my situation, told me he had been served in the same way at New Orleans, and prescribed some medicine to counteract the effect of the other, which was successful, and in all probability saved my life.

During my confinement there was a remarkable change of weather; the thermometer fell suddenly from  $75^{\circ}$  to  $48^{\circ}$ . I was told that such changes were very common there, in the spring and fall.

CHARLESTON is elegantly situated on a point of land at the confluence of Cooper and Ashley rivers, which form the harbour, one of the most convenient in the United States. The ground on which the city is built is low, but it is open to the sea breeze, and is, upon the whole, one of the most eligible situations in the low country. The plan of the city is regular, the streets crossing each other at right angles; but many of them are too narrow. The houses are partly built of brick, and partly of wood; and many of them are elegant. They are about 5000 in number, and the city contains about 24,000 inhabitants, of whom nearly one half are slaves. The public buildings are a court-house, exchange, college, armoury, three banks, 18 places of public worship, alms-house, orphans-house, &c. The markets are kept in pretty good order, but provisions are dear, and are not so good as in the northern cities. There are few manufactures at Charleston, but there is a very active commerce, particularly in the winter season; and vast quantities of shipping are constantly arriving and departing, which keeps the city very lively. The principal foreign trade is to Europe and the West Indies; of which Britain occupies a large share, and a



considerable portion is appropriated to Glasgow. The great articles for export are cotton and rice, particularly the former; and the imports consist of East and West India goods, groceries, and British manufactures. Besides this, there is a very extensive trade to the northern states, in which many regular packets are employed. The citizens are esteemed hospitable and polite, of which I found many instances. They are mostly all dressed in British manufactures, so that the cultivation of this trade is an object of considerable importance to that country. A more than ordinary proportion of the population of Charleston is blacks, occasioned by the circumstance of its being the only port in the United States in which they can be imported; but it is supposed this branch will not long continue.—From the light of reason, of philosophy, and of religion that is every where shining around us, may we not hope, that the time will soon arrive when man will no more deal deceitfully with his fellow, but justice, and righteousness, and mercy, will extend over all the earth?



## CHAPTER XII.

*South Carolina.*

THIS state is situated between north latitude  $32^{\circ} 6'$  and  $35^{\circ}$ , and west longitude  $1^{\circ} 30'$  and  $6^{\circ} 25'$ . Its extreme length from east to west is 236, and breadth from north to south 210 miles; and it is computed to contain an area of 33,880 square miles, being 21,683,200 acres.

South Carolina has a sea coast on the Atlantic, extending nearly 200 miles, to which all its rivers flow. The angle of the coast is from north-east to south-west; and nearly parallel with this, at about 120 miles from the coast, the first high land commences. The whole of the intermediate space is nearly a continued level, the angle of ascent being so trifling, that the rise at the extremity probably does not exceed 15 or 20 feet. From the commencement of the high lands the face of the country is variegated, and agreeably uneven, swelling sometimes into considerable hills; and this continues to the north-west extremity of the state, where it is bounded by the mountains.

The state is remarkably well watered. The Savannah river forms the boundary line between it and Georgia, through its whole course. This, and some of the other rivers, have been noticed; besides which there are—

*Cooper* and *Ashley* rivers, which form a junction at Charleston. Cooper river rises about 50 miles N.N.W.



of Charleston, not far from the Santee river. It is a mile wide, nine miles above Charleston, and is navigable to its source, from whence there is a canal to the Santee. Ashley river rises to the north-west of Charleston, and derives its principal importance from the circumstance of its forming part of the harbour of that city.

*Edisto* river rises near the extremity of the low country, and runs a south-east course, including its windings, of 150 miles, when it enters into the Atlantic, by two principal channels, called north and south Edisto. The space between them forms the Edisto Island.

*Cambahee* river rises near Edgefield court-house, and running a south-east direction, upwards of 130 miles, falls into St. Helena Sound.

*Coosaw* river rises in Orangeburg district, and running a south-east course, through Black swamp, falls into Broad river, which last is an arm of the sea, in some places 7 or 8 miles broad, and forms, at Beaufort, one of the finest harbours in the United States. Beaufort and St. Helena Islands are formed by the confluence of these rivers and inlets; and there is a spacious entrance by *Port Republican*, formerly termed Port Royal.

The principal mineral is iron, which, indeed, is found in great plenty in all the states; and gold, silver, and copper ores have also been found here. Marble has been found in some few places, and also black lead. There are several valuable mineral springs in the state.

The whole of the low country presents an even regular soil, formed by a blackish sand, and pretty deep in those places where there are no stones. Seven tenths of it is covered with pines of one species, which, as the soil is drier and lighter, grow loftier and not so branchy. In



some places they are interspersed with oaks. The pine barrens are crossed by little swamps, in the midst of which generally flows a rivulet, and they have different degrees of fertility, indicated by the trees that grow on them. In the upper country, the most fertile lands are situated upon the borders of the rivers and creeks; the lands that occupy the intermediate spaces are much less fertile. The latter are not much cultivated; and those who occupy them are obliged to be perpetually clearing them to obtain more abundant harvests. The forests are chiefly composed of oaks, hickory, maples, and poplars. Chesnut-trees do not begin to appear for 60 miles on this side of the mountains\*.

The climate in the low country is materially different from that in the upper country, the former being much less congenial to health than the latter. The summers are exceedingly hot and sultry, and the heat abates but little, except in the evenings and mornings, till past the middle of October. From the first of July to that period, the country is in many places subject to much sickness, particularly bilious fevers, agues, &c. The fall weather is generally beautiful, and continues till past Christmas; the average temperature is greater than an English summer. The winters are generally mild, and there is very little frost, but the weather is sometimes subject to great and sudden changes. The spring commences about the middle of February, and they have often green peas in the market by the middle of March; but the weather intermits very much till about the first of May, when it gets steadily warm, and continues increasing with the season till September, when it begins to abate†. Almost every person

\* Michaux.

† Ibid.



who can afford it, removes to a more healthy situation during this period, and a vast number go to the northern states in summer, and return in the fall. The period of going north, is mostly from the middle of May to the middle of July, and of returning, from the middle of October to the middle of November. The anxiety that prevails during that period is extreme; and when it is over, the inhabitants congratulate one another with the full prospect of 10 or 11 months being added to their existence. In the upper country the summers are much more temperate, and being removed from the swamps, there is no sickness. Towards the mountains the climate is delightful.

In 1662, Charles II. granted to lord Clarendon, and others, a tract of land extending from north latitude  $29^{\circ}$  to  $36^{\circ} 31'$ , and from the Atlantic to the *Pacific Ocean*, which they called Carolina. The first permanent settlement was made at Charleston, under their direction, in 1669. The cultivation of rice was introduced in 1690; and of cotton in 1702. In 1728, the country was divided into North and South Carolina, when there were 14,000 whites, and 20,000 negroes and Indians. Indigo was cultivated in 1745. South Carolina took an early and decided part in the struggle for independence, and sent delegates to the first congress. In 1790, she adopted the present state constitution; and now sends two senators and eight representatives to congress.

The state is divided in 26 judiciary districts; and some of these are subdivided into parishes. The population, in 1800, was 199,440 free persons, and 146,151 slaves, in all 345,591, being about 10 to the square mile.

The state advances in improvements and population; but the increase of both being principally in the upper



country, are not seen by strangers. Except Charleston, there are no towns of material consequence.

COLUMBIA, on the Congeree river, 120 miles from Charleston, is the seat of government, and is a place of considerable trade. "The number of its houses does not exceed 200; they are almost all built of wood, and painted grey and yellow; and, although there are very few of them more than two stories high, they have a very respectable appearance. The inhabitants of the upper country, who do not approve of sending their provisions to Charleston, stop at Columbia, where they dispose of them at several respectable shops established in the town."

The above account is given by Michaux, who travelled through this place in 1803; and a continuation of the extract presents a picture of the country between Columbia and Charleston.

"Columbia is about 120 miles from Charleston. For the whole of this space, particularly from Orangeburg, composed of 20 houses, the road crosses an even country, sandy and dry during the summer; whilst in the autumn and winter, it is so covered with water in several places, for the space of eight or ten miles, that the horses are up to their middles. Every two or three miles we met with a miserable log-house upon the road, surrounded with little fields of Indian corn, the slender stalks of which are very seldom more than five or six feet high, and which, from the second harvest, do not yield more than four or five bushels an acre. In the mean time, notwithstanding their sterility, this land is sold at the rate of two dollars per acre." *Beaufort* contains about 1000 inhabitants; and there are several smaller towns containing from 100 to 500.



As there is a material difference in the soil and climate of the upper and lower country, so is there in the produce. The produce in the low country is mostly cotton and rice, with articles necessary for the subsistence of the negroes, particularly Indian corn. The sea islands, and low lands along the coast, produce cotton of the long staple. In the interior it is principally of the short staple. Rice plantations are established in the great swamps, and the harvests are abundant. Throughout the whole of this district the agricultural labours are performed by negro slaves. In the upper country the produce is more diversified. They raise no rice, but they produce cotton of the short staple in very considerable quantities, and, besides Indian corn, they raise wheat, rye, oats, and barley. A great part of the agricultural labour here is performed by the white people; and so great is the difference, in this respect, from the low country, that we may reckon there are two white persons to one black, whereas in the other there are two blacks to one white person.

The manufactures of this state are mostly of the domestic kind, for family use, and this kind of industry is increasing; but such is the quantity of produce suitable for foreign markets, that the state carries on a very active foreign commerce, of which a great proportion is to Britain. The articles exported are chiefly cotton, rice, and tobacco. The imports consist of British manufactures, wines, and groceries. The exports, in 1805, amounted to 9,060,625 dollars, of which 5,957,646 dollars was domestic produce; and probably three millions more are exported through the medium of the northern ports.

The operation of slavery to so great an extent produces, of course, the same effects here as in other places; but



the people have considerably improved in education and morals since the revolution. It was customary for a long period, for the more wealthy planters to send their sons to Europe for education; and even now they frequently send them to the northern states; but the practice is gradually declining, and the desire has become general to have respectable seminaries in the state. A college has been founded, and very respectably endowed, at Columbia; and there are several other colleges and academies throughout the state. The towns are pretty well supplied with common schools, but they are defective in the country; and this branch of education, being the basis of the morality of the state, deserves the early attention of the legislature.

The civil government is, like that of the other states, legislative, executive, and judiciary. The legislative power is vested in a general assembly, consisting of a senate and house of representatives. The senators are chosen for four years, and one half vacate their seats every two years. They must be thirty-five years of age, and possessed of a freehold estate of the value of 300 pounds sterling, clear of debt; and the electors must be possessed of 50 acres of land, or a town lot, or have paid a tax of three shillings sterling. The representatives must be twenty-one years of age, and be possessed of a freehold estate of 150 pounds, clear of debt; and the electors must have the same qualifications as for senators.

The executive government is vested in a governor, chosen for two years, by the legislature; and the qualifications to fill that office are, that he be thirty years of age, and be possessed of 1500 pounds sterling.

The judges of the superior courts, commissioners of the treasury, secretary of state, and surveyor-general, are all elected by the legislature.



## CHAPTER XLII.

*Charleston,—Savannah river,—Savannah.*

**SATURDAY, October 25th.** Having been eight days in Charleston, without hearing from Savannah, I got much alarmed for my friend, and resolved to depart forthwith, notwithstanding I was in a very poor state of health. I accordingly engaged a passage in the *Delight*, captain Cooper, and went on board in the afternoon. We set sail at 5 o'clock. It was a fine clear evening, but I was sick, and could not enjoy the breeze nor the scenery. The wind was favourable, and before midnight we were in sight of Tybee light-house. I went to bed, but slept little; and when I arose in the morning, I found we were sailing up Savannah river with a fair wind, which continued till we reached the city. As we were drawing towards the wharf, a gentleman of my acquaintance passed us in a boat; and so great was my anxiety, that I could hardly put the general question, "How are you all in Savannah?" The answer was such as I dreaded: "Your friend is not very well." I was dreadfully agitated, and could hardly pronounce the sentence, "He's not dangerously ill, I hope." "He's pretty bad," was the reply. It went to my heart. The power of vision and of hearing forsook me; my limbs tottered under me; I lost all sense of recollection; and, in this state, was conveyed to the wharf. But I soon recovered from my reverie. The powers of my mind ral-



lied their force, and the passion of grief took the place of lethargy. I was almost choaked with the violence of my passion, and could hardly support myself to the top of the bluff, when I was accosted by a friend, who told me my presence was very much wanted in Savannah. This gave my mind a fresh direction. I armed myself with resolution,

“ That column of true majesty in man ;”

and determining to brave all difficulty and all danger, I made the best of my way to the house. I found my friend in the agonies of death. I spoke to him, but he understood me not. I looked in his face, but oh ! how altered. His eyes were sunk in his head, and his colour was quite yellow. I seized his hand, and it was quite emaciated. The hand of death pressed heavy upon him, and all I could now hope for, was to make myself understood in taking a sorrowful farewell. I mentioned my name, on which he raised his eyes ; he looked wistfully in my face ; he pressed my hand with fervor, saying faintly, “ Is it you ?” and fell back in his bed, and soon after expired !

Thus I lost an esteemed friend, and the business lost the services of a valuable young man, on whom I had placed great reliance. His conduct, during the whole of our short connexion, was such as to give me every satisfaction, and to secure my utmost confidence. His loss was painful as a friend—as an assistant, irretrievable.

In the mean time the whole of the business devolved upon me, and such was the mass of matter through which I had to labour, that I hardly ever enjoyed an hour of recreation or repose for the space of two months ; and my health was re-established very slowly.



In other respects, matters were favourable. By dint of vigorous exertions I got the whole of my business arranged to my wish, and my accounts from Britain, both of a public and private nature, were flattering.

The non-intercourse act was suspended, in consequence of which, a quantity of our goods, that were seized under its operation, were given up free of expence.

Mr. Fox was dead, but his friends remained in the cabinet; and every thing seemed to promise a continuance of a good understanding between the two countries, on which my whole fortune and future prospects depended.

My feelings were highly gratified by an act of the American government, abolishing for ever the slave trade; and it appeared that a similar measure would be adopted in Britain.

I found the inhabitants of Savannah hospitable and friendly; and was much pleased with the attention of those of them, with whom I had occasion to associate.

Under all these circumstances, it became a question whether I would form a new connexion, to supply the place of my friend, and go on with the business, or whether I would wind it up. After much deliberation, it was determined to carry it on. A new connexion was formed, and I prosecuted the various arrangements connected with it with all the vigour in my power.

Having all these completed, I prepared to leave the United States for Europe; but, before I embark, I shall take a general review of the state of Georgia.



## CHAPTER XLIII.

*Georgia*

IS situated between north latitude  $30^{\circ} 30'$  and  $35^{\circ}$ , and west longitude  $3^{\circ} 50'$  and  $9^{\circ} 5'$ . Its extreme length, from north to south, is 305 miles; and its extreme breadth 259. Its area is about 60,000 square miles, or 38,400,000 acres.

This state, like the Carolinas, is naturally divided into two districts, the upper and the lower; of which the boundary is remarkably well defined. Augusta is on this line, on the Savannah river, from whence it passes to the westward by Louisville, and, at the extremity of the state, passes the Flint river about the latitude of  $32^{\circ}$ . The respective portions are so much assimilated to South Carolina, that it is unnecessary to describe them here. The state has a sea coast of 100 miles, which is indented with bays and inlets, and studded with islands, well known by the name of *Sea Islands*. In the southern part, there is a portion of Eokefanoke swamp, one of the most remarkable in the world. To the north-west are the Allegany mountains, which terminate in this state.

The state is remarkably well supplied with rivers and small streams. The Savannah river has been already described. The *Ogeeche* river rises a little above Greensburgh, 200 miles from Savannah, and, pursuing a south-east course, falls into the Atlantic, 25 miles south of Savannah.



The *Altamaha* is composed of a number of branches, of which the largest is the *Oconee*. It rises near the mountains, about 300 miles from Savannah, and, running a south-south-east course, is joined by the *Appalachy*, and thence continues its course, augmented by a great number of tributary streams, till it forms a junction with the *Oakmulgee*, 100 miles from the ocean. From thence it runs an east-south-east course, and falls into the Atlantic below Darien, to which it is navigable for large vessels.

The *Oakmulgee* is a large river rising near the *Appalachy*, from whence, to its confluence with the *Oconee*, it runs upwards of 200 miles. The *Little Ogeeche* is a considerable river, and falls into the *Altamaha*, from the northward, after this junction.

The *Chatahouchy* is a very large river, and forms the western boundary of Georgia from the Florida line, 125 miles up the country. It rises at the foot of the mountains, near the head of Savannah river, and runs south-westwardly, above 200 miles, to where it forms the state line. From thence it pursues a course a little east of south, to Florida, where it forms a junction with Flint river, and assumes the name of *Apalachicola*. From thence it runs a south by east course, 80 miles, to the gulph of Mexico, which it enters by several mouths.

*Flint river* is about 300 yards broad, and 12 or 15 feet deep. It rises near the *Oakmulgee* river, and runs, with a clear, gentle current, a course to the west of south, upwards of 200 miles.

*St. Mary's river* rises in *Eokefanoke* swamp, and running about 100 miles by a very crooked course, but east upon the whole, forms the boundary between the



United States and East Florida, during its whole passage, and falls into the sea at St. Mary's, where it forms a good harbour.

The soil and climate are both assimilated to South Carolina. There is a great proportion of good land in upper Georgia, and the sea-islands are numerous and rich.— Lower Georgia, being farther to the south, is a little warmer than South Carolina.

The first settlement of Georgia was made in 1732, under the direction of a society of gentlemen, who acted as trustees; and general Oglethorpe landed at Savannah with 113 settlers. In 1734, they were joined by 130 highlanders from Scotland, and 170 Germans. Georgia suffered severely in the struggle for independence, and was frequently the seat of war. The state constitution was adopted in 1789. Georgia now sends two senators and four representatives to congress.

The state is divided into 24 counties, and these compose two judiciary districts. The population, by the census of 1800, was 102,987 free persons, and 59,697 slaves, making a total of 162,684, being somewhat more than 3 to the square mile.

There are but few towns in Georgia. Savannah and Augusta have been noticed. The others are mostly situated on the waters.

Besides Savannah and Augusta, there is, on the Savannah river, a little town called *Petersburg*; and in the interior, between the Savannah and Ogeeche, is *Washington*. Both these are thriving places.

On the Great Ogeeche, there are, besides Louisville, *Sparta* and *Greensburg*.



On the Altamaha and its waters, *Darien*, a new seaport, MILLEDGEVILLE, the new seat of government, and *Athens*, the seat of a college.

On St. Mary's river is the town of *St. Mary's*, at the southern extremity of the state.

The agriculture and produce of the state are nearly similar to those of South Carolina.

A great degree of attention has been paid, in Georgia, to education; and very considerable funds have been appropriated to the support of it. The college at Athens is amply endowed, and provision is made for establishing and keeping up an academy in every county in the state. In the towns, there are very good common schools; but the state is yet defective as to the establishment of these most useful seminaries throughout the country. It should be mentioned, however, that in this, and all the southern states, the population is too thin to admit of the establishment of schools upon the plan of the townships of the northern states, or the parishes in Scotland. By looking at the census, it will be seen, that, in this state, for example, a township of six miles square, or 36 square miles, only contains about 112 persons; from which if we deduct the proportion of black people, it leaves only 75; and this number would not be sufficient to support a school. On the other hand, there is much waste land, and those districts that are settled up, often contain much more than this proportion; sometimes, indeed, a sufficient number for the purpose mentioned. Whenever that is the case, a school should be established.

Before taking leave of this subject, I may notice, that the best plan of establishing country schools, probably, is to appropriate a public fund equal to *one-half* of what may



be considered a reasonable salary to the teacher, and let him depend on his class for the other half. This appears to be a happy medium between the plan of allowing the teacher to depend wholly on his class, and that of providing a public fund for the whole of the salary. In the one case, the teacher is not sufficiently independent; in the other, education, by being made *too cheap*, is not sufficiently prized. In the way pointed out, the independence of the teacher is in part secured, and the dependence on a contingency for the remainder has a tendency to stimulate both teacher and pupils to exertion.

In all cases, provision should be made, that the children of *the poor* may be taught gratis. Good education is a blessing of inestimable value to a community, and should be within the reach of every member.

The constitution declares, that “arts and sciences shall be promoted, in one or more seminaries of learning; and the legislature shall give such further donations and privileges to those already established, as may be necessary to secure the objects of their institution.”

On the subject of religion, it is declared, that “no person within the state shall, upon any pretence, be deprived of the inestimable privilege of worshipping God in a manner agreeable to his own conscience, nor be compelled to attend any place of worship, contrary to his own faith and judgment; nor shall he ever be obliged to pay tythes, taxes, or any other rates, for the building or repairing any place of worship, or for the maintenance of any minister or ministry, contrary to what he believes to be right, or hath engaged to do. No religious society shall ever be established in this state in preference to any other; nor shall



any person be denied the enjoyment of any civil right, merely on account of religious principle."

The civil government is vested in an assembly, consisting of a senate and house of representatives, a governor, and a judiciary.

The assembly are elected annually, and all free white persons, who are of age, and who have paid taxes, have a vote.

The governor is appointed for two years, by the legislature.

The judges are elected by the legislature for three years.



## CHAPTER XLIV.

*Savannah,—Ships of war,—Liverpool.*

**SUNDAY**, 12th April, 1807. The period for my leaving Savannah being arrived, I engaged a passage by the *Eliza*, Capt. Starks, and this morning went on board at Five Fathom Hole, at nine o'clock. The other passengers were two gentlemen, natives of Scotland, settled as merchants in Savannah; one gentleman, a native of Scotland, who had been resident in Savannah, and was proceeding to Liverpool to settle there; an English gentleman, settled as a merchant in the upper country; and a young gentleman from South Carolina, who was going over to get his education in England.

Every thing being prepared, the ship weighed, and proceeded down the river with a fair but light breeze; but on reaching Four Mile Point, a few miles below, the wind veered about to the south-east, and we were obliged to come to anchor, where we lay the remaining part of the day, and all next night, tortured by musquetoos.

**Monday**, 13th. The wind having come round to the north-west, and blowing a fine breeze, we weighed anchor at 10 o'clock, and glided down the river very swiftly. At half past eleven we were up with the light-house, and at twelve we passed the bar, and discharged the pilot.

We had now a delightful breeze; and the *Eliza*, being one of the fastest sailing ships in America, and well trim-



med, darted through the water with great rapidity. And Capt. Starks, the commander, did her every justice ; to use his own phrase, he did *crack on the muslin*. We seldom made less than 150 miles a day, and one day we had the remarkable run of 253 miles. In ten days we were past the banks of Newfoundland, after which we had a series of north-east winds, which kept us too much to the southward, but, as the *Eliza* sailed remarkably well upon the wind, we still made pretty good progress.

On the 27th of April, we discovered a vessel to windward bearing right down upon us, under French colours. On getting sufficiently near, she fired a gun ahead, and we hove to, not a little apprehensive of the result. On coming along side, the captain hailed us in broken English, and said he would send a boat aboard *pour chearche our papieres*. A boat was accordingly dispatched, and the lieutenant, a young Scotsman, jumping aboard, told us that the vessel was the *Rattler* sloop of war, capt. Auguziez, and that they used the French flag and language for a decoy. We were delighted with this account, treated the officer with a glass of our best Madeira ; and he, having examined our papers and found every thing correct, told us we might make sail as soon as we observed the signal from the vessel ; so saying, he jumped into the boat. On reaching the ship, he again returned with the captain's compliments, who, having his lady and two children aboard, requested that we would sell them some sweet flour and biscuit. We immediately made up an assortment of these articles and some others, which the captain sent with a return of his compliments ; and, receiving the signal, we made sail, and parted with mutual good wishes.



The northerly winds still continued, and the weather was very wet and cold; but we made pretty good progress, and, by the 4th of May, we were within a few days' sail of Cape Clear, when we were brought to and boarded by the Dryade frigate, of 44 guns and 250 men, captain Drummond commander. The boarding officer here was also a Scotsman, and, like the other, behaved with great politeness.

He told us they had been one of the convoy to the West India fleet, as far as the latitude of  $30^{\circ}$ ; that they had been out five weeks, and were to cruize between the Channel and Western Islands two months. He reported their longitude to be  $22^{\circ} 54'$  by the chronometer. Having put a quantity of letters on board for England, he told us we might set sail as soon as they made the signal.

As we were now drawing near our native shores, and anticipating a happy meeting with our friends, we were all in good spirits, and had various theatrical representations in the style of the grand sultan and his faithful slave Shackabec, which greatly astonished and amused the ship's company. We had also a series of moral regulations, which laid a pretty severe penalty on swearing. I was appointed the executor of this branch of the law; but I sometimes found a difficulty in putting it into execution, particularly with our Liverpool merchant, who, when we reached the Channel, told us flatly, that, being now in the British king's dominions, he would swear if we were all d—d on't. As the gentleman was *under the influence of the crown*, we were e'en obliged to submit to royal authority, and the fines were thenceforth remitted.

We passed Cape Clear on the 10th, and had a fine view of the Irish coast, from the cape to the Old Head of Kin-



sale. As we glided along with a fair wind, a little pilot boat came off from the land to meet us, and try to persuade us, no doubt, that there would be *a great big* storm, and that we must take a pilot and run in for the coast. But the *Eliza* outsailed him, and he fell a little astern. He had all his canvas hoisted to the breeze, but without effect. "By J—s! you sail d——d sharp, captain," said he. "Pretty well," said the captain. "Now, if you would only back your mizen-sail a bit, I would come aboard and tell you all about the land." "Thank you, thank you," said the captain, "but I happen to know something about it already." "Then you may go to the mischief with yourself," exclaimed Paddy; "you'll be caught in a great big storm to-night, and the d—l make matter." So saying, he put about and stood toward the coast.

On the 11th we passed the Cove of Cork, which presents from sea a most picturesque view. On the 12th, we passed the curious insulated rock, well known to seamen by the name of *Tuscar*. Next morning we were round Skerries-light, when we were enveloped in a fog so thick that we were obliged to lie to. Here we found the brig *Lucy* from Savannah, in the same situation. She had sailed fourteen days before us, and was likely to get into port some time after us.

About 4 o'clock in the afternoon, the fog cleared away, but the wind veered about, right ahead, and we made little progress. Next morning, however, we were on pilot ground, and soon discovered a boat, to which we made signal, which was answered by putting one of her hands on board.

We immediately flocked round the pilot to learn the news, *but he could tell us nothing*, except that there was a



new election in Liverpool. He could assign no reason, but said it was thought Mr. Roscoe would not be member again: we were lost in conjecture.

The head winds continued, and we did not make the north-west buoy till the 14th, when we were obliged to come to anchor. During the night it blew a furious gale; as we were fast at anchor, abreast of the "fast-anchored isle," we did not feel it much, but a pretty lively idea of it may be formed from the captain's account: he said "it was enough to blow the hair out of a fellow's head." The gale continued all next day, and there was no possibility of getting on shore, though we were very anxious. At length, about mid-day, a pilot boat hove in sight, and we made signal for her. She came along side, and sent out her yawl, into which the passengers got with considerable difficulty, and, such was the swell, that we were at one time in the most imminent danger of being upset before we got on board the boat. After we did get on board, however, we were recompensed for the danger we had undergone. We got some fine beef and potatoes, and a file of newspapers; and here I made the discovery that a great political change had taken place in Britain, which augured most important consequences to the world; and particularly to that portion of it we had lately left—America.

At one o'clock, we landed at Hoyle-lake, where, thanking God for our safety, and kissing our parent earth, we pursued our way to a tavern in the neighbourhood.

Having, at the tavern, procured saddle horses, and a guide to accompany us, we set out for Liverpool, distant about seven miles, and made a pretty respectable cavalcade. In our way we enjoyed the land scenery as much as the blustering weather would allow us. When we



were about half way, I rode towards the guide, and asked how far we were from Liverpool. "Indeed I doan't know," said he. "Oh," said I, "I presume you are a stranger here as well as myself." "*Anan!*" said he. "*Anan!*" repeated I, with surprise, "why, I suppose you have never travelled this road before." "O yeaz, zur, an hundred tymes." "What, and don't know the distance we have yet to go!" "No I doan't." "Nor the distance we have come?" "No, nor that neather." "Nor the whole distance?" "Noa; I know how to get thear, and I know how to get back agean, and that's all I know about the meater." Here is a pretty specimen of intelligence, thinks-I-to-myself. Only think of that, master Brook, and contrast it with the keen inquisitive disposition and shrewd answers of a *New-England* man.

We reached the ferry about 4 o'clock, and immediately crossed over to Liverpool, where we agreed to rendezvous at the King's Arms tavern; and constituting the Liverpool merchant our steward, to bespeak a dinner, we took each our several way, as business, or friendship, directed.



## CHAPTER XLV.

*Liverpool,—Election,—Chairing the members.*

AFTER parting with the company, I went immediately to the coffee-house to examine into the causes of the change of councils; and to form a judgment, if possible, what effect the measure would have upon the American trade. I took a file of the London Courier on the one hand, and of the Morning Chronicle on the other, and traced the whole proceedings, step by step, till I came to lord Grenville's explanation in the house of lords, and that of Mr. Grey in the commons. I saw that bigotry, prejudice, illiberality, and corruption, had prevailed over virtue, patriotism, and integrity. I exclaimed, woe is my country! and with a heavy heart went to join my companions at the dinner table.

The next object of inquiry, and in which I was most deeply interested, was the probable effect that this change would have upon the American relations; and here again my anticipations were far from being favourable. I observed that one part of the play upon the passions of the English nation, and a very successful one, was to hold out the idea of a "universal monopoly of trade." The doctrine was openly and loudly promulgated by the new ministry and their partisans: That there was no use in having a naval force created at such an expence, unless it was so organized and conducted as to controul the trade of the



world in favour of Britain. The sea ought of right to be British property, and not a vessel should sail the ocean but by British permission. Bonaparte had conquered all the land, and Britain should conquer all the sea; and the late administration were charged with a criminal neglect of duty in not enforcing these principles. I saw reason to dread that they would be enforced now. I knew, or thought I knew, that America would not submit to them; and hence I feared a rupture. I observed, however, that Mr. Erskine was to be continued as ambassador, and, reflecting on the nature of the American government, I considered that there would be no rupture on their part before they had tried negotiation to the utmost. I therefore judged it expedient, under all circumstances, to go on with my business, and to take prompt measures to make my shipment accordingly.

During the few days I stopped in Liverpool, I was ardently engaged in making commercial arrangements, and had time for few remarks that would be interesting to the general reader; I shall therefore only notice two or three circumstances, calculated to show the temper of the times.

We were informed that there had been an election in Liverpool two days before we arrived. The tory candidates were generals Tarleton and Gascoygne; the whig candidate, Mr. Roscoe. Tory principles were tremendously triumphant, so much so, that Mr. Roscoe durst not even appear at the hustings; and his friend, colonel Taylor, who was proceeding there in his behalf, was intercepted by a band of armed men, and had his horse killed under him.

The tavern where we lodged was mostly frequented by travellers on business, and the evenings were generally devoted to long and fervent discussions, sometimes animated



debates. As the company were collected from all quarters of the island, we had a good opportunity of learning the public sentiment in general; and it appeared to me to be in favour of the new ministry, by a vast majority of the leading men in the country.

During my stay in Liverpool, "the chairing of the members," as it is called, took place. It was conducted in this way. Chairs, of elegant workmanship, were provided, richly ornamented with silks and drapery, principally of the colour of the members' livery. They had cushions for seats, and two sides supported a pavilion roof on each. They were borne on appropriate carriages, having two poles, and the candidates were carried on them by a number of men, from the place of election, through those parts of the town that fancy or vanity directed.

In this procession general Tarleton took the lead. His livery was green, the other's blue. They were both richly dressed in regimentals. They stood up uncovered in the chairs, and proceeded slowly along, looking and bowing in all directions to the populace, who, in return, waved streamers of green and blue ribbons from the windows. Round each chair were a number of persons carrying poles with boards nailed to the tops of them, and labels pasted on the boards. These also deserve notice. "No popery;" "Church and king;" "Long live the king;" "No dictating to the royal conscience;" "If I forsake my king, may God forsake me," and a hundred other sayings, the presumed sentiments of the members, were thus exhibited to the multitude; who, in return, testified their loyalty in repeated claps and huzzas, accompanied by flourishes of blue and green ribbons. Even the members of the frail sisterhood, with which the town swarms, were flourishing



away in green and blue, in all directions, damning *pink* and Mr. Roscoe, and swearing to their loyalty and their devotion to the king and the two generals.

In the afternoon, I met with a friend in the street, and we adjourned to a tavern to get some porter. Seeing a number of people in the public room, I went thither, and sat down by a plain-looking man, who was expatiating on the late election. It was not all common sense that he delivered, but it was sufficient to show he was a politician, and I entered into conversation with him. Observing a piece of green ribbon in his button-hole, I took hold of it, and asked him what he wore it for. "God bless thee," said he, with a stare of amazement, "why, do'sn't thee know what that's vor? why, where does thee cum vrom?" "From America, last," said I. "Oh, I'll warrant you'll be a *Yankee Doodle*, and will have no zuch famous doings as these among ye. Now, I'll tell ye, this is my livery." I pretended ignorance. "Oh, then," said I, "you are a livery servant." "No," said he, "I'm a vree man." "I know that," said I; "I know there are no slaves in this country." "Why, thee do'sn't understand me," said he; "I be one of the vree men of Liverpool: I geid my vote vor our vavorite member, and this is his livery." "Oh, ho," said I, affecting admiration of his consequence, "you are a great man, then; a voter, hey!" "Oh, yes, I be, and our zide's the strongest: we have put 'em all down." "Who have you put down?" "Why, Roscoe *and them*, to be zure; because Roscoe's a very bad man. Why, don't zu know he was for the pope?" "For the pope! was he? why that was terrible in him." "To be zure it was; and he was against the king: he said he could get us a better



king vor zix-pence ; zo we'll never have him vor member any more."—Such was the language of a Liverpool freeman !

I learned that none but freemen could vote for members of parliament ; and that the privilege of freeman could only be obtained by seven years servitude to a freeman ; many of whom are equally intelligent with my friend at the tavern.



## CHAPTER XLVI.

*Liverpool,—Lancaster,—Carlisle,—Glasgow.*

MAY 19th. I set out for Glasgow, accompanied by one of our passengers, whose connexions lived in that city. The conveyance from hence to Carlisle, was by what is called the heavy or long coach, and it took two days to perform the journey, 124 miles.

We started at 8 or 9 o'clock in the morning, and passing through Ormskirk and Preston, reached Lancaster, 55 miles from Liverpool, where we stopped for dinner. The weather was agreeable; the country, in all that distance, is well cultivated, exhibiting a very pretty appearance. Ormskirk is a place of little consequence; but Preston has a population of 14,000, and carries on manufactures, particularly in cotton, to a great extent.

*Lancaster* is the county town, handsomely situated at the mouth of the river Lune, and contains about 8000 inhabitants. It has considerable commerce, but very little to America; its chief manufactures being sail-cloth, furniture, hardware, candles, &c. The duke of Bridgewater's canal runs near Lancaster, and crosses the river by a very spacious aqueduct bridge, built of hewn stone, which has a fine appearance when viewed from the road.

After dinner, we continued our journey 18 miles to Kendal, where we stopped for the night. The country



is pleasant all the way to Kendal; and, running through a hilly country, affords many fine views.

One of our passengers was a shipping-merchant from London, and he expressed his disapprobation of the late ministry, in very severe terms, for not shutting up the carrying trade of the Americans. My fellow-traveller and I endeavoured to reason with him, and to point out the importance of the American trade to Britain, and the injustice that it would be to stop it: but this man of commerce would listen to no reason, and would bend to no maxims of justice. “*We* are able to carry on the whole trade of the world,” said he, “and we should have it. Our fleets are all-powerful, and we should command it.” He seemed to forget, that there are always two at a bargain-making; and that no nation can carry on a foreign trade *alone*.

*Kendal* is beautifully situated in a fine healthy country, and the women have cheeks like roses. It is a pretty large town, and has considerable manufactories of cottons, woollens, stockings, hats, &c.; some of which are calculated for the American trade.

May 20th. We set out at 7 o’clock in the morning, and travelled through a rough hilly country called *Shap-Fells*, 27 miles, to Penrith. The country is but thinly inhabited in this district, and the inhabitants seem to be mostly employed in raising sheep and geese.

*Penrith* is a neat little place, containing about 3000 people. The country to the eastward is high and barren, but it is fertile to the westward, and abounds in thriving farms. The country improves towards Carlisle, 18 miles distant, round which it is cultivated like a garden.



Having reached Carlisle about 1 o'clock, we proposed going on to Glasgow by the London mail, expected in half an hour, and, in the mean time, we took a walk through the town.

*Carlisle* is prettily situated, and contains a population of 10,000. It is favourably situated for carrying on manufactures, which are in an improved state, and consist of cotton-spinning and weaving; printing and dying; coarse linens and osnaburghs; hats, hosiery, leather, ropes, and several kinds of woollens. Some of the articles, particularly printed calicoes, are in high repute.

On the arrival of the mail stage, we found all the inside places taken, and we had no alternative but to wait another day, or take outside places. The latter was resolved on; and, having mounted on the top, the coach drove on. We anticipated that we would suffer a little from the cold, albeit it was late in May, but we were sure, that, if all kept well, we could see our friends by 7 o'clock in the morning.

Ten miles from Carlisle, we passed through *Longtown*, a small place on the confines of England; and a little beyond this we crossed a little stream, and hailed

“ Old Scotia, our dear, our native soil.”

Here we had a very extensive view. Solway firth, a very large inlet from the Irish sea, was on our right; and beyond it, the Cumberland mountains, some of them of great magnitude. To the west, north-west, and north, we saw 50 or 60 miles into the interior of Scotland; and a fine champaign country lay on our rear towards Carlisle.

Four miles from hence is the village of *Gretna Green*, celebrated for the coupling blacksmith who lives in it.



The laws of marriage in Scotland are very simple. If two persons agree to marry, they can carry their intention into effect by declaring their union before witnesses; and this, though contrary to the rules of the church, and to the general practice of the country, constitutes a legal marriage. It is also applicable to the natives of South Britain when they come to the north; on which account, it frequently happens, that when a gentleman and lady in England fall in love, and cannot live without one another, while they are so unfortunate as not to be able to obtain the consent of their friends, they set off on a matrimonial trip to Scotland; and this being the nearest village, on one of the great roads, such marriages are frequently solemnized here. The person who acts as *parson* on the occasion, but who, in truth, is only, along with one or two more, a witness to the declaration, is called the *coupling blacksmith*; and the whole circumstance has given rise to a humorous farce, called "Gretna Green."

The road beyond this place was very rough, but it was dry. We had a fine evening; but towards night it became very cold. We passed *Locherby*, a small place, and reached *Moffat*, fifty miles from Carlisle, to supper. This is a little place among the hills, and only merits notice as the stopping-place of the stages, on the way to and from England. There are some good medicinal springs in its neighbourhood.

Leaving *Moffat*, we had to cross a large chain of hills; but I can give no particular account of the configuration of the country; for, though I have often passed through it, it has always been in the night. The night was now very cold; but a gentleman left the mail at *Moffat*, and



we engaged his seat; so we changed guard, and took, as the sailors call it, "spell and spell about" of the inside.

In this way we passed the sources of the Clyde, and the Lead hills to the right, and journeyed onward at a good pace. As I was taking my outside station, about day-light, I heard a dialogue between the two drivers in *broad Scots*, being the first I had heard for 14 months; and, such is the effect of habit, that, although I considered myself a sort of adept at the Scottish language, and had frequently practised it, this had a surprising effect upon my ear. It appeared *more broad* than any thing I had ever heard before. "A, Johnny, min," says the one, "I canna get this thing fixt." "Can ye no?" said the other; "what ails'd?" "Goth, I dinna ken weel; but it winna draw through wi' me." "Ye'll better cut it." "Na, I'll no fash to do that yet; I'll tak my teeth till't." I could not see what they were about; but they soon got it to rights, whatever it was, and we drove on.

About sun-rise, we reached the village of *Hamilton*, the seat of one of the most ancient families of Scotland. It is 11 miles from Glasgow, on the river Clyde, in a fine fertile valley, and is noted for raising fruit. A great many muslin weavers, who work for the manufacturers of Glasgow, live at this place. Indeed, they are scattered all over the country.

We passed Clyde iron-works, the second in extent in Scotland, and reached Glasgow at 7 o'clock, when I had a joyful meeting with my friends, after an absence of nearly 15 months.



## CHAPTER XLVII.

*Glasgow,—Manchester,—Leeds,—Edinburgh.*

I CONTINUED in Glasgow until the 19th of June, when, in prosecution of my commercial business, I set out for England. I took a passage by the mail coach, and travelled through Carlisle and Preston, to Manchester. The country from Preston to Manchester is probably among the richest in England. The fields are well cultivated; the houses are so close, that it looks like a continued village; and the quantity of machinery and bleach-fields that everywhere appears is immense. The road passes through Charley and Bolton, both manufacturing villages; but the whole of their trade is subservient to Manchester, which may be considered as the great manufacturing capital of all England. The distance from Preston to Manchester is 36 miles.

From Manchester I found it necessary to go to Liverpool, distant 36 miles. The road passes through a rich, well-cultivated, level country, in which are two considerable villages, Warrington and Prescott. The country becomes more sterile towards Liverpool; but this part of it is beautified by many seats, the property of the Liverpool merchants. Among the number is *Gilead Hall*, the seat of Dr. Solomon, of *Balm of Gilead* memory, one of the most beautiful buildings in England.



My commercial friend in Liverpool being a prompt man of business, I made an arrangement with him, in the course of a few hours, to my entire satisfaction; and immediately returned to Manchester. From the ample assistance afforded me by my friends, I was able to expedite my business in this place with great celerity, and I had an excellent opportunity of observing the very extended manufactures and commerce of this place, and their application to the American trade.

Manchester, though it ranks only as a village, is a place of great antiquity, a town having been raised here by the Romans in the 97th year of the christian æra, and is now, in point of population, the second town in England;—in manufactures, decidedly the first. The streets are about 600 in number, and some of them spacious; but a great many are too narrow, and the town is, upon the whole, very irregular. The number of houses is computed at upwards of 12,000, and the inhabitants amount to 84,020.

Manufactures have been established at this place for upwards of 200 years, and have been continually encreasing; but the encrease since the application of machinery, on an extended scale, to the cotton trade, and particularly since the introduction of Bolton and Watt's improved steam engine, exceeds all former example, in any place, or any country. There are a vast number of cotton mills erected in the town, and many of them employ upwards of 1000 hands. The quantity of raw material consumed annually in this branch, is immense, and a bare enumeration of the articles it is manufactured into, would fill a number of pages. Those most calculated for the American trade are fustians, waistcoatings, shirtings, cambrics, dimi-



ties, printed callicoes, nankeens, jeans, checks, gingham, chambrays, table napery, stockings, gloves, braces, bed-quilts, &c. &c. Of other articles there are also extensive and important manufactures, such as hats, silks, tapes, fringes, laces, &c. ; and Manchester is a general market for the manufactures of the whole country, particularly every description of woollens.

From Manchester I travelled to Bury, nine miles, through an uneven, but fertile and well-cultivated country. The principal manufactures here are woollens, particularly plains, coatings, blankets, and flannels.

From Bury to Rochdale is 6 miles, the country nearly the same as the last mentioned. Here are considerable manufactures, particularly flannels of a very excellent quality.

From Rochdale to Halifax is 17 miles, partly through an extensive moor ; and the whole country is hilly, some of it romantic. At Halifax there are very extensive manufactures of woollens, particularly of broad and narrow cloths.

From Halifax to Leeds is 18 miles, through a hilly country, of which the soil improves towards the latter.

Leeds is beautifully situated in a very fertile country, and is the greatest town in England for the woollen manufactures. The most important manufactures for America are broad and narrow cloths, flannels, serges, cassimeres, callimancoes, durants, bombazeens, bombazetts, blankets, &c. The population is upwards of 53,000, and the town abounds in wealth. The country around is fertile and beautiful.

From this place I passed about 12 miles, through a pretty well-settled country, but partly moor, to the great London road, with the view of taking my passage for



Glasgow by the London mail. When the mail came forward it was full, and I was disappointed; but a coach passed soon after for Newcastle, and being informed that the line was continued from thence to Edinburgh, I availed myself of that conveyance.

It was about 11 o'clock at night when we set out, and, travelling all night, we passed through Northallerton, about 30 miles from where we started, at day-light next morning. The country, I was informed, is pretty fertile, and well cultivated.

From Northallerton to Durham is about 27 miles, through a pretty fertile country, and Durham, the capital of the county of the same name, is beautifully situated on the river Wear, surrounded by very fertile and well-cultivated fields.

From Durham to Newcastle is 16 miles, partly through fertile fields, but the soil becomes worse towards Newcastle, and in that neighbourhood the country abounds with coal mines. We had frequent and extensive views of the German Ocean by the way, and I could not help contrasting the breadth of the country, not much more than a day's journey, with the extended country which I had lately left. Ought not Britain, exclaimed I mentally, to be proud of having settled America, to conciliate the affections of her growing population, and to cultivate a good understanding?

Newcastle is situated on the river Tyne, and is large and populous, but is irregular, and not very clean; it is chiefly remarkable for its great coal trade, the greater part of the supply of the English metropolis being derived from it.



Here I stopped all night, and started by the coach for Edinburgh next morning, at 5 o'clock. At 14 miles from Newcastle, we reached Morpeth, an inconsiderable town, and, 19 miles further, we reached Alnwick, the seat of the earl of Northumberland. The castle is beautifully situated on an eminence, and it is surrounded by a high wall at a distance, which encloses, I presume, nearly 300 acres of ground, all laid out for grazing. The whole has a most magnificent appearance. From Alnwick to Berwick is 27 miles. In the whole distance, from Newcastle to Berwick, the country presents a pretty uniform appearance. The soil, except at some particular places, is rather thin. There are high lands to the west, and to the east is the German ocean, along which the road runs within a few miles the whole way. Towards Berwick, it is almost close along shore.

*Berwick* is situated on the Tweed, near the border of Scotland, and is a pretty populous, but irregularly built town, and carries on considerable manufactures. But it is chiefly remarkable for the salmon fisheries, which are very extensive, and employ a number of small vessels in the London trade, called Berwick smacks.

A few miles from Berwick, we passed the Scottish border, at which a house was pointed out, where matrimonial contracts are made on the same principle as at Gretna Green. After passing this place, the road leaves the sea-coast, and crosses the country through elevated lands, but apparently pretty fertile, and under excellent cultivation; and this continues to Dunbar, towards which the road approaches the coast of the Firth of Forth.

Dunbar is a pretty large and ancient town, finely situated on the Forth, from whence there is an elegant view



of the singular rock called the Bass, North-Berwick Law, the coasts of the firth, and the interior of the county of Fife. It is 11 miles from Berwick to Haddington, a considerable place, and 16 miles more to Edinburgh, the capital of Scotland. In all this distance the soil is excellent, and the agriculture in the most improved state. We reached Edinburgh at 10 o'clock at night, having travelled this day 120 miles.

Edinburgh is, without exception, the most beautiful city that I have yet seen. Its situation is singular. To the eastward of the city is a conical hill, called Arthur's Seat. Its base is probably about half a mile in diameter, and it is 700 feet high. To the north-west of this is a ridge of hills called Salisbury Craigs, probably about one third of a mile in length, and about 350 feet high, having a steep acclivity on the west, which overhangs the eastern part of the city. Near the foot of these the city commences, and from thence the High-street runs due west about a mile, rising at an angle of about 10 degrees from the horizon, and at its extremity is terminated by the Castle, on a rock, from whence there is a perpendicular descent of about 350 feet. This ridge is only of sufficient breadth on the top to form the street, from whence it immediately falls by a steep descent on both sides, and nearly to a level with the foot of the High-street. To the south, a narrow street, called the Cowgate, runs in the hollow, and, beyond it, the ground again immediately rises, and spreads out into an open plain, on which stands the south part of the town. The hollow to the north is called the North Loch, because it was once filled with water, but it is now drained; and to the north of it the ground rises, and



spreads out into a fine plain, on which the New Town is built.

To the east of the New Town there is a smaller hill, called Calton Hill, which is public property, and affords fine walks, and most agreeable prospects.

The Old Town is remarkable for its singular configuration, and lofty houses, some of them 14 stories high; and the New Town, whether we view it in regard to the elegance of its plan, or the regularity, symmetry, and beauty of its buildings, is, beyond all comparison, the most elegant city I ever saw.

The Old and New Towns are connected by the North Bridge, an elegant building, which crosses the North Loch; and a fine street is continued across the High-street, and by the South Bridge crosses the Cowgate, and connects the south part with the north part. This bridge has elegant buildings on each side, except at the middle, where they are interrupted by the Cowgate; and here the view is as singular as can well be imagined: being elevated on the bridge, you see the busy inhabitants below, to the east and west, the whole length of the street.

Leith is considered as the port of Edinburgh, and is connected with it by a very broad avenue, nearly two miles long, called Leith Walk. The whole population of Edinburgh and Leith was, in 1801, 82,560.

The whole adjacent country abounds in rich scenery, and well cultivated fields and gardens; and from its peculiar configuration, it exhibits a greater variety of fine views than any other place I have ever seen.

Edinburgh is the seat of the supreme court, and the law has become a fashionable study among the nobility and gentry of Scotland; the greater part of whom have



their winter residence in the city. This circumstance not only affords a permanent fund for the support of the city, but forms an assemblage of *beauty and fashion* rarely equalled, and the winter assemblies and fashionable parties have a brilliancy and splendour not to be found, probably, in any other part of the world.

The seminaries of education, and other literary and scientific institutions, are known and prized all over the world. As the city draws its permanent support from land, it has not its dependence on foreign commerce, like the manufacturing and commercial cities. Though the manufactures are considerable, they are mostly calculated for internal trade.

The state of society is, generally speaking, excellent. The people are well informed, frank, and generous. As to the ladies, they are elegant to a proverb. Those who have ever been on "Leith Walk in the gloaming," can bear witness to their "angelic forms," their "rosy complexions," and their "witching smiles." But as I might be accused of partiality for my fair countrywomen, were I to speak my mind on this subject, I shall take my leave of the Edinburgh ladies, by addressing the younger part of them in the words of Robert Burns :

God make ye guid as well as braw,  
And send ye lads in plenty.

I left the capital of Scotland at 4 o'clock in the afternoon, and reached Glasgow, 42 miles distant, a quarter before 10, which was pretty quick travelling. I have frequently heard it remarked, that the Telegraph, by which I travelled, is under better regulations than any public coach in Scotland, except the Mail. In the first 10 or 12



miles of this journey, the country is pretty rich. The next 14 miles, it is cold and bleak, and but little cultivated. Towards Glasgow, the soil again improves; but, generally speaking, the lands are much inferior to what they are in the neighbourhood of Edinburgh.



## CHAPTER XLVIII.

*Glasgow,—Stirling,—Creiff,—Methven,—Perth.*

HAVING completed my shipments, I had now little else to do but wait the return, and of course could pay some attention to public matters. The plans of the new ministry soon began to develope themselves. One of the most successful engines which they had used to *oust* their predecessors, was to charge them with want of energy; and it became necessary for them to support their character by adopting *energetic measures*. Accordingly a great *big* expedition was prepared, with much solemnity and parade; and having looked about in all directions for an object to wreck the vengeance of the nation upon, they hit upon Denmark. Denmark was a neutral and friendly power; but that was of no importance, they could there strike a blow with effect, and convince the world of the tremendous power of Britain, and the energy of her ministers. The blow was struck, and a terrible blow it was for Denmark; but it was more terrible still to Britain: it laid her honour low in the dust, and pointed her out as the enemy of the civilized world.

I dreaded that the next blow would be struck at America; and so it was—but in a different form: it was a blow at *neutral trade*. The famous orders in council made their appearance on the 11th of November, 1807, and at one *fell*



*swoop* prostrated the once flourishing trade of Britain and America at the feet of Bonaparte.

People of all ranks were astonished at these proceedings of the cabinet. It was some time, indeed, before the nature of the orders in council was understood, such was the remarkable obscurity of the language in which they were drawn, and orders followed upon orders for a month, or six weeks, to explain them. But their effects were soon felt. To me it was evident that the American people never would submit to them; and I thought I had good reasons for forming that opinion. I had recently returned from America. I had ardently studied the genius and power of that people. I knew that their spirit of stern independence would never submit to be dictated to where they should carry their own goods in their own vessels. I calculated that they had power to do without British trade, if they were driven to it. I trembled for the result, and I weeped by anticipation at the ruin of a business that I had organized with such labour, and in which all my capital and all my credit were embarked! But a solitary individual, what could I do! those who wielded the power of the country had passed the law, and it was the fiat of fate. There was still a faint glimmering of hope left, that parliament might, in its wisdom, repeal the orders in council; and judging it expedient to contribute my mite of knowledge to an illustrious and independent member of that honourable body, I wrote the letter in the Appendix, No. 2. In drawing this letter, I considered it my duty to give a short sketch of the view which my observations led me to take of the American character, not only as an act of gratitude for the kind hospitality of that people, but because it was the fashion of the day, and supported by one of the



most popular of the periodical writers, to traduce and vilify the country by every lying story that could be laid hold of.

This letter was drawn up about the 20th of January, but it was not sent off before the 27th, by which time we had the news of the first fruits of the orders in council—the American embargo; and this brought matters, as far as I was concerned, to issue. I knew from my letters that our funds would be locked up in Georgia; I could calculate upon no time for a return; so I made the best arrangement that I could devise, under existing circumstances, and resolved to wait with as much patience as I could for the result.

Having completed this arrangement, I took a journey to see my relations in the east country.

On the 12th of March, 1808, I left Glasgow by the stage for Stirling, distant 27 miles. The first 13 miles is through a pretty good country to the village of Cumbernauld, principally occupied by muslin weavers. Two miles beyond this the road passes the Forth and Clyde canal, a work of great utility, by which there is a sloop navigation from one side of the island to the other. Four miles from thence there is an extensive printfield, after which the road passes through a dreary moor, till within two or three miles of Stirling, when the Carse commences, one of the most fertile spots in Scotland.

Stirling is situated on the Forth, at the head of sloop navigation, and is a place of great antiquity, having been long the residence of the Scottish kings, and is distinguished in the history of the wars with England. It is situated on a hill, somewhat like Edinburgh, terminated by a castle, from whence there is one of the most magnificent



views in Scotland. Stirling contains about 5200 people, who carry on considerable manufactures, of which carpeting is the chief.

From Stirling to Dumblane is six miles, and the road winds through a country as romantic as can well be imagined. It is the opening of the Ochill Hills, in which is the confluence of three considerable rivers, the Forth, the Teith, and the Allan.

Dumblane is situated on the latter, and is a small place, abounding in little dirty houses, but ornamented with the remains of an old cathedral. From hence the road continues along the north side of the Sheriff Moor, well known in Scottish history, 11 miles, when it winds to the northward, and proceeds through the Moor of Orchill, a very elevated country, from the summit of which there is an extensive view, whence I could descry the seat of my nativity, 20 miles distant.

Passing Muthil, a small village, the country improves for two miles to the banks of the river Ern, which we crossed by a good stone bridge, and then ascended a pretty steep acclivity of half a mile, where, loftily situated on the brow of a hill, is the village of CRIEFF.

This is but a small place, but it was interesting to me as being the country of my ancestors. I spent some little time among my relations, and then set forward for Methven, distant 11 miles. The country between Crieff and Methven is tolerably good, and a turnpike road has lately been made, which renders travelling very pleasant and expeditious.

Having spent a few days at this place, I shall avail myself of the opportunity to introduce an account of my native parish, which will serve to illustrate the parish establishment of Scotland generally.



The village of Methven is situated six miles to the westward of Perth: the parish is bounded by Fowlis on the west and north; by Moneidy and Redgorton on the east; and Tippermoor on the south. Its extreme length is about seven miles, and breadth three. Its area is about 19 square miles, and its contents in acres 12,100.

The surface is undulating, some part of it hilly, but not mountainous; it is well supplied with rivulets and springs; and the river Almond, a romantic stream, abounding in falls and mill-seats, runs along its whole northern boundary, a distance of six or seven miles.

The soil is very unequal. About five square miles consist of moor, which is unfit for cultivation, but affords turf and heath for fuel, and some little grazing. Two miles consist of moss, which is altogether unfit for any agricultural purpose; but affords excellent fuel, called there *peats*. Two miles are in wood, called the wood of Methven. One mile is occupied with the *policies* of Methven castle, and about as much with those of Balgowan. Of the eight remaining miles, one third may be reckoned rather poor, but the remainder is good fertile land.

The whole parish is owned by two proprietors, thence called *heritors*. Colonel Smith, of Methven, has the largest portion, probably not less than three fourths, and the remainder belongs to the celebrated general Graham, of Balgowan. There was until lately another proprietor, who owned an estate called Tippermalloch, consisting of about 700 acres of excellent land; but not being entailed, it was sold, on his demise, by his heirs, to Smith of Methven, for £. 17,000.

The present population is 1280 males, and 1373 females, in all 2653, being nearly 140 to the square mile;



which is a great population, when we consider the small quantity of good land in the parish. The total number of families is 577; of these, 137 are employed in agriculture; the remainder in trades and manufactures. The number of inhabited houses is 447, of which 149 are in the village of Methven. The number of families in the village is 243; 25 of whom are employed in agriculture, the rest in manufactures, trades, &c. The total number of inhabitants in the village is 950; of whom 100 are weavers, 18 shoemakers, 17 masons, 9 taylor, 10 wrights (carpenters), 4 stocking-makers, 2 clock-makers, 2 butchers, and 7 store-keepers.

The whole land in the parish being entailed, the farmers occupy their farms on rent from the proprietors; and land lets at present from £. 1 10s. to £. 3 5s. sterling, annually, per Scots acre, which is about one fifth more than an English acre. The farms are generally let on leases of 19 years.

The legal provision for the minister of the parish consists of a house, called the *manse*; about 50 acres of land, called the *glebe*; and the remainder is paid by the heritors, who generally indemnify themselves by assessing it on the farmers to whom they let the land. The whole of the minister's income in this parish, is about £. 300. The average in Scotland, generally may be reckoned about £. 200. In every parish there is what is called a *patron*, who has the gift of *presentation*; that is, when a vacancy takes place, he provides a candidate of his choice, and *presents him to the people*. If they vote for him, he is thenceforth minister of the parish; if they are dissatisfied, he is settled as minister of the parish, *whether they will or not*. In consequence of this law, a great schism took place in



the church, and in almost every populous parish there is a *seceder* meeting. In this parish nearly two thirds of the people are seceders.

The schoolmaster is appointed by the heritors, and the legal provision in this parish is a house, school-house, and a garden. A small income arises from the office of session clerk ; and, I believe, there are some little perquisites besides. The remainder of the income arises from the quarterly payments of such as go to school. It is now one shilling and six-pence per quarter, but in my young days it was only one shilling. The seceders have sometimes a schoolmaster, and sometimes not. The office is generally filled by one of their young men, who is a candidate for the ministry ; but, from the necessary time that he must devote to other studies, it cannot be supposed that the establishment will be equal to the other, where there is a settled teacher ; though it answers the purpose of inducing the settled teacher to pay more close attention to his duty.

I cannot better explain the order of the school and church, and their connexion one with another, than by giving a short sketch of the plan followed in my early life, which will also explain the moral economy of the parish.

When I was five years of age, we lived a little more than half a mile from the village ; and I was sent to school along with an elder brother. The first book used in the school was the *Shorter Catechism*, which cost one half-penny. The next in order was the *Proverbs*, price one penny ; the third was the *New Testament*, price seven-pence or eight-pence. I went through the first two books, of course, and at seven years of age was in the *New Testament*, at which time we removed to the village. The



next gradation was the bible, accompanied by writing, and from thence to Latin and arithmetic; the writing being continued. The hour of attendance in the morning was 9 o'clock in summer, and 10 o'clock in winter; and the school was opened by a short prayer. We had an interval from 1 to 2, and were dismissed at 6 o'clock in summer, and in winter a little before dark; when we had again a short prayer. The Saturdays were devoted to repeat questions in the catechism; and on Sunday, besides attendance at church, which was strictly enjoined, we had to get a psalm by heart, which we repeated in the school on Monday morning. Those farther advanced in education, got by heart the *proofs* to the Shorter Catechism; and sometimes we were appointed to repeat them in church, after the morning service.

The people assembled to church at 10 o'clock in the morning, when the exercise began by singing from 8 to 12 lines of the Scots psalms. The schoolmaster was precentor, and all the people joined, often forming a most melodious concert. After singing, the minister prayed, and then read a portion of the scriptures, on which he gave a lecture, which generally lasted about 40 minutes. When it was finished, he gave out another psalm to be sung, and this was called the *mid-psalm*. The minister then prayed, gave a sermon, and a prayer after it. He then gave out another psalm, and, with a benediction, dismissed the congregation.

If there were any children to be baptised, they were presented immediately after singing the last psalm; and this was performed with great solemnity, in the face of the whole congregation. The parent was admonished to train up the child in the nurture and admonition of the Lord—



to be exemplary in his family, and to give the child an education according to his circumstances; which having assented to, the child was admitted a member of the church by baptism, performed by sprinkling water on the face. In summer there was an interval of about an hour, when the congregation again met, and the afternoon exercise was conducted in the same way, with the exception of the lecture and *mid-psalm*.

The worship in the seceder church was performed exactly in the same way, but was longer continued; and they had an interval both in summer and winter.

The religious tenets of the parish were calvinistic, in which the established church were pretty liberal; but the seceders were very rigid and austere. No part of the discipline however had any tendency to clash with the established habits of the people, except that which prohibited *promiscuous dancing*; that is, men and women dancing together. We had—for my mother was a seceder, and I was one of course—we had frequent addresses from the pulpit on the profanity of this exercise, and the old *douce* elders and “unco guid” of the congregation were everlastingly admonishing the young and the gay against the “awful judgment like sin, of disregarding the covenants and standards of the church;” but so they might. The young and the gay would hear them, and sometimes look *douce* on the occasion too; but let a fiddle and bass strike up to the tune of “The Highlandman kissed his mither,” or the “Cameronian’s rant,” the heart-inspiring strain would immediately vibrate through every avenue of the body; the young peasants, and often the old ones, would immediately start up and dance; nor would they have desisted (I speak of my young days), I verily believe,



although Mess John had been in the room, ready to deliver them over to Satan, and *his sooty darkness* at his elbow, ready to execute the mandate.

For my own part, I was passionately fond of Scottish music and dancing, from the earliest period of my remembrance, and we had most delectable music in the parish. There was a man of the name of *John Bowie*, who played delightfully on the fiddle; and his brother *Peter* was equally celebrated on the bass. They performed at all the weddings round, and a wedding could not be held without music and dancing. To these it was the fashion for the young boys, for many miles round, to go; and I never failed to embrace every opportunity that presented itself. Often, on a stormy winter night, have I walked three or four miles, plashing away through “dub and mire;” but the moment that the sound of the fiddle reached my ears, it would set my heart a capering so, that I could hardly withstand the temptation to dance in the open fields, a quarter of a mile distant from the scene of action.

I cannot devote more room to delineate the peculiar manners of the Scottish peasants. I shall therefore only observe here, that those in our parish were, generally speaking, sober, discreet, and virtuous; and referring to the Appendix, No. 3, for further particulars, I shall close this article by an extract from the celebrated Scottish bard—Robert Burns.

O SCOTIA! my dear, my native soil!

For whom my warmest wish to heaven is sent!

Long may thy hardy sons of rustic toil

Be blest with health, and peace, and sweet content!



And, O! may heaven their simple lives prevent  
From luxury's contagion, weak and vile!  
That howe'er *crowns* and *coronets* be rent,  
A VIRTUOUS POPULACE may rise the while,  
And stand a wall of fire around their much-loved ISLE.

From Methven I went to Perth, where I had served my apprenticeship to business, and spent a number of my early years. The country is well cultivated, and abounds with fine scenery. The eastern part of the river Almond abounds with printfields and bleachfields, and a large canal is carried from it, about three miles, to supply the town with water, on which there are very important works erected.

Perth is situated on the river Tay, at the head of tide water, and is one of the handsomest towns in Scotland. The scenery around it is very rich, and the public property, consisting of two fine fields, called the North and South Inches, are not only ornamental, but highly useful to the town; affording fine walks, and bleaching and grazing grounds. To the east is the hill of Kinnoul, about 800 feet high, and on the opposite side of the Tay, is the hill of Moncrieff, from whence there are some of the richest views in Scotland. There is an elegant stone bridge across the Tay at Perth, which adds much to the convenience and beauty of the town.

Perth contains about 15,000 people, who are principally employed in trades and manufactures, which are carried on with great spirit; particularly in linen and cotton. There are valuable fishings upon the Tay, which keep a number of vessels employed in the London trade; and ship-building is carried on to a considerable extent.



The system of education is upon an excellent footing, particularly the academy, at which is taught a college education in minature, and it has furnished more good mathematical scholars, calculated for the ordinary occupations of life, than any other seminary that has ever come under my observation.

Having spent a few days in this place, I set out by the coach for Methven, and, bidding adieu to my relations, I continued my journey to Glasgow.



## CHAPTER XLIX.

*Edinburgh,—Dundee,—Falkland.*

I MENTIONED in the last chapter, that I had made the best arrangement I could under existing circumstances ; but to carry it into full effect, was attended with a good deal of difficulty ; and I was obliged, in consequence, to take a journey to the east country. I accordingly left Glasgow on the 5th of July, and travelled by the coach to Edinburgh. Next morning, I crossed the Forth at Leith. The Forth is here seven miles broad, encreasing in breadth to the eastward, and contracting to the westward ; and there are several islands in it, but of no great extent. The whole presents a very picturesque view. The packets generally make a passage in from 40 minutes to an hour ; and they are under such good regulations, and so cautiously conducted, that from time immemorial none of them have been lost.

Kinghorn, on the north side of the Forth, is a small town, built on high ground, sloping towards the Forth, of which, and of Edinburgh and Leith, on the opposite side, it has a fine view.

Four miles to the eastward is Kirkaldy, a long straggling town, built mostly on one street, close along the shore ; and here there are considerable manufactures of hemp, flax, and cotton ; particularly of checks and ticks.



A mile beyond this, on the height, is Pathhead, where a great deal of weaving is done, principally for the Kirkaldy manufacturers. A mile to the east is Dysart, a little town remarkable for its coal-works ; and the whole coast to the eastward is studded with towns, containing from 200 to 400 people.

From Pathhead, I travelled 16 miles to Cupar, through a variegated country, abounding in hill and dale, woods and small rivulets. The soil is pretty good, and the system of agriculture is in a very advanced state.

Cupar is the county town, and is a populous and thriving place, having considerable manufactures ; particularly of linen goods, such as *silesias* and *oznaburgs*. The country in its neighbourhood is remarkably well cultivated, and the farmers have every appearance of wealth, and its usual concomitant—independence.

From Cupar, I travelled 11 miles to Dundee, and, being on horseback, I took the nearest road, which led me over a hilly tract of country ; but the soil was fertile, and it was every where covered with fine fields of grain, particularly wheat.

While I was enjoying this scenery, and contemplating the bounty of Providence, I was joined by a very communicative, garrulous friend, who told me he was a plasterer in Dundee. He began a long talk about America, part of which I knew before, and part of which was never known by mortal man. But it was all gospel in my friend's eyes. He had it from the best authority : he could not be mistaken.—Among other tales, he mentioned that a gentleman, of the name of Miller, had left a good trade in Dundee to go to America, and had settled in the *back woods* among the savages ; and yet he had come back to try



to get his wife to go out also; alleging that it was a better country than this! "But," added he, "I'm very well pleased where I am, and intend to remain in Dundee."

On drawing towards our place of destination, the road descends by a winding course of considerable extent, from whence there is a beautiful view of the Firth of Tay, which we crossed by a ferry nearly three miles broad, and immediately entered the town of Dundee, where I stopped for the night.

Dundee is a large town, containing upwards of 26,000 inhabitants, who have extensive and well-organized manufactures of hemp, flax, and cotton; particularly cotton-bagging, sail-cloth, oznaburgs, and coloured threads. It is one of the principal shipping ports in the east of Scotland, and carries on a considerable trade to the Baltic, from which the principal raw materials for the manufactures are drawn.

I soon finished my business here, and returned to Cupar. From thence I travelled to Auchtermouchty, about nine miles to the westward, through a tolerably fertile country. Here also there are considerable linen manufactures. My business was soon finished at this place, and I immediately set out for Edinburgh. The only place of note that I passed was FALKLAND, once the residence of the kings of Scotland. The remains of the palace are still to be seen, but it is a miserable pile of building, having a room or two occupied as a carpenter's shop; notwithstanding, it has a hereditary *keeper*, with a considerable salary!

One of the beautiful Lomond hills rises immediately to the south of Falkland, and reaches an elevation of about 1200 feet. Seven or eight miles to the westward is the



other, and there is a continued ridge between them, which affords pasture for a great many sheep.

The whole of the county of Fife abounds with coal, iron, and other minerals.

I reached Edinburgh in the evening, and next day returned to Glasgow.



## CHAPTER L.

*Glasgow,—Edinburgh,—Mr. Fox's birth-day.*

THE orders in council still continued their baleful operation, and I was kept in a state of inactivity most uncongenial to my established habits. But there was no help: "the king willed it;" and I was obliged to submit.

Under this disagreeable feeling, I was glad to avail myself of any active and rational amusement; and two much-valued friends, one of them a merchant of Liverpool, having invited me to take a jaunt to Edinburgh, I accepted it with pleasure; the more so, as I heard that the birth-day of Mr. Fox was to be celebrated within a few days.

We left Glasgow on the 20th of January, 1809. Mr. Fox's birth-day was celebrated, by the whig party in Edinburgh, on the 24th. Being acquainted with several members of that illustrious body, I applied for tickets for my Liverpool friend and myself; and we joined the party accordingly. A friend, who had assisted in arranging the music, and whose place was to be opposite the band, that he might give the necessary instructions, obligingly accommodated us with seats beside himself; so that we were placed in a favourable situation for observation.

The company, nearly 200 in number, assembled at 6 o'clock. Mr. Maul, of Panmure, took the chair; sir Harry Moncrieff was chaplain. The company generally, in point of respectability of character, liberality of senti-



ment, and brilliancy of intellect, ranked high among the living characters of the present day. What a blessing it would be for mankind, thought I, if the councils of states could be animated by the spirit, and actuated by the conduct, of such men! But Providence has (no doubt for wise reasons, though inscrutable to us) ordered it otherwise, and we must submit, and hope for better days.

The first toast, "The glorious and immortal memory of Charles James Fox," was drank in silence, and standing. This was followed by a dirge from the band of vocal music; after which we had the song of "Scots wha hae wi' Wallace bled," followed by the air to which Burns originally composed it, by the inimitable band of Nathaniel Gow; and so mournfully pathetic did they play it, that it brought a plentiful shower of tears from the eyes of many of the company.

Every toast was followed by music, and never did I hear music more elegant or better arranged. Nathaniel Gow, a son of the celebrated Niel Gow, led the band, and, to use the language of my Liverpool friend, he "handled his elbow in great style;" and was well supported by the other performers.

The notice of a few of the leading sentiments, with the music that followed, will serve to illustrate the spirit of the company.

**TOAST**—The whig party of Scotland.

*Music*—Whigs of Fife.

**TOAST**—Whigs of England.

*Music*—O the roast beef of Old England.

**TOAST**—Whigs of Ireland.

*Music*—Erin go bragh.



TOAST—A speedy adjustment of our differences with America, and justice to foreign powers.

MUSIC—Yankee Doodle.

It may not be improper here to show the degree of estimation in which lord Melville was held by the whigs of Scotland.

The chairman stated, that he had lately perceived certain allusions to his lordship in the newspapers, supposed to be preparatory to the introduction of that nobleman to his majesty's councils; he would therefore propose, as a toast,

May lord Melville be *exalted* according to his merit.

The music played *Tyburn Tree*; and this was followed by a satirical song, beginning

“Tak ye tent, my guid chiel, o’ my bonny Mark Sprott.”

Before leaving Edinburgh, we heard the melancholy account of the battle of Corunna, and the sacrifice of one of the most gallant of Britannia's sons, sir John Moore. And for what?—to support the independence of Spain and Portugal! say the British ministry. To support the same ministry in power, and their adherents in place! says sober reason.

The weather was dreadfully cold during our stay at Edinburgh, the thermometer being one day as low as 2°. On our way to Glasgow, the snow was so deep, that, during a considerable part of the journey, we had six horses in the carriage.



## CHAPTER LI.

*Journey to Ireland,—Port Patrick,—Belfast,—Dundrum Bay,—Newry.*

A PERIOD was at last put to my state of inactivity. On the 17th of July, as I walked along the street, the carrier put a packet of letters into my hands, which bore the post-mark of *Castle-Wellan*, in Ireland. On opening it, I found it contained an invoice and bill of lading of a cargo of cotton, shipped by the *Lucy* from Savannah; but the vessel was bound to Liverpool, and there was nothing to explain why my letters should have been put ashore at *Castle-Wellan*. I dreaded a shipwreck, and made immediate preparations to go to Ireland.

I left Glasgow by the mail stage on the 19th, and, travelling through a tolerably fertile country about 7 miles, passed through a chain of barren hills, of no great height, about 7 miles more. Eight miles beyond this is *Kilmarnock*, and towards it the country is a little improved.

*Kilmarnock* is a straggling, dirty, little carpet-manufactory place, which merits no other notice, than as being doomed to immortality by Robert Burns.

Kilmarnock wabsters, fidge an' claw,  
 An' pour your creeshie nations;  
 An' ye wha leather rax an' draw,  
 Of a' denominations;



Swith to the laigh kirk ane an' a',  
An' there tak up your stations,  
Then aff to *Bigbie's* in a raw,  
And pour divine libations  
For joy this day.

We stopped at the said *Bigbie's*, and, for the humour of the thing, I called for a *libation* of porter; but there was no *joy* in the drinking of it—it was sour, stale, and spiritless.

From Kilmarnock to Ayr is 12 miles: the road is very good, but the country is poor, although it certainly bears an excellent crop of “bonny lasses:” the women of Ayrshire are beautiful.

On entering the town of Ayr, every thing that I saw reminded me of my favourite bard. The “Dungeon Clock” and “Wallace Tower,” the “twa steeples,” could be seen at a distance, and I passed by the “New Brig,” where a little way up the stream I saw the “Auld Brig;” and the whole scenery brought the extraordinary dialogue between the “Brigs of Ayr” fresh to my recollection.

Ayr has no manufactures for America, and I had not a moment to view the town; so, procuring a chaise, I posted all night towards Port Patrick. The night was dark, damp, and dismal; but my haste would brook no delay. I hurried on: at midnight I was at Girvan, at daylight, at Ballantrae, and, at 8 o'clock, I breakfasted on the east side of Loch Ryan. From thence the road passes through a poor, moory country to Port Patrick, which I reached at one o'clock.

Here I was informed that the packet had not sailed for five days, such had been the violence of the weather; and that a number of passengers were in waiting, one of them



a gentleman of my acquaintance from Glasgow, bound to Ireland on an errand of the same nature as my own. It was Sunday, and the gentlemen were at church; but I was told they would soon return, when they would take dinner, and the packet would sail immediately after. I was rejoiced at this intelligence, and ran up stairs to shave and clean myself; but the despatch was greater than I had been led to imagine, for I had only got my beard half off when I was informed that I must immediately go on board the packet, or lose my passage; I therefore buckled up my *trumpery*, and, in the style that the Israelite messengers were once presented to their king, half shaved half not, I presented myself on board the packet-boat, and she immediately got under way.

PORT PATRICK is one of the most singular ports I ever saw. The town consists of a few houses only, and the harbour is a small inlet among a large mass of rugged rocks. The whole coast is lofty and lined with rocks; and this harbour, small as it is, is the only place where a boat could land for many miles, on which account it is one of the great thoroughfares to Ireland, where the mail packets daily cross. The mode by which they warp the boats out and in, is very ingenious and singular.

The wind was almost right ahead, and the swell considerable, but we got warped out, and put to sea. For the first few hours the weather was pretty moderate, and we got about half-way across, when the wind increased to a very severe gale, which continued all night and great part of next day. The passengers in the cabin were mostly all sick, and in all my passages across the Atlantic I never suffered so much. But in the steerage it was more serious. The captain was obliged to shut the hatches; and,



the vessel being crowded with passengers, some of them were almost stifled to death. In this way we were beat about in the channel for 24 hours, often within a few miles of the Irish coast, though we could not reach it; and finally we were obliged to put back to Port Patrick.

Two days thereafter we had a fair wind, which wafted us over 27 miles, in a few hours; and we set foot on *Paddy's dominions* just as it began to get dark.

The degree of prejudice that is artfully kept alive in Britain against Ireland would hardly be believed by those who are not acquainted with it; and such was the effect it had produced on me, that though I did not believe the twentieth part of the stories that were told of the "wild Irish," yet, on landing at Donaghadee, I had considerable apprehensions as to my personal safety; and nothing could have induced me to travel alone at that hour of the night in a post-chaise. I therefore availed myself of the company of my Glasgow friend, whose business was equally urgent as my own: we posted all night by Belfast and Hillsborough; and at daylight arrived at Bainbridge. Here we parted, he to go to Wexford; I took a post-chaise, and drove on with all the despatch that a pair of very sorry horses would carry me, to Dundrum bay.

On my way thither I learned the unfortunate fate of the vessel, and, on reaching the spot, I found her lying a total wreck on the shore, and the inhabitants collected to a public sale of her materials.

The supercargo assured me that all the cargo was safe; it was all landed to be sure, but on examination I found it so completely drenched with sea-water, that it was very questionable whether it would bring one-third of its value, and the expences I found would be excessive. My first



impression was, that we should sell off the whole on the spot, and the agent and I had an advertisement drawn up to that effect; but this not meeting the approbation of my friends in Britain, nor the owners of the other parts of the cargo, I reluctantly yielded up my opinion to theirs, and agreed to ship it to Liverpool: in consequence of this determination, I was detained eight weeks in Ireland.

As our agent lived at Newry, I had frequent occasion to go there, and I found him a most hospitable man, frank, friendly, and obliging. The morning after my arrival he carried me to the coffee-house, where there was an animated debate concerning a newspaper; and which subject, though apparently trifling, actually involved the *catholic question*. One of the subscribers, a very respectable merchant in the place, was charged with a breach of the rules, by abstracting the public papers for his own private use. The charge was founded on the trivial circumstance, that the gentleman being confined to his bed by indisposition, his clerk wished to communicate a piece of very interesting intelligence, and carried away, with leave of the bar-keeper, one of the papers which contained it, after the room was shut at night, which he returned before it was opened in the morning. A common observer would have thought that there was really no harm in this: it was calculated to injure nobody; and if there was any blame at all, it rested with the clerk, not the employer. But so did not one of the subscribers think. He made it the ground of a most serious charge, in which he overlooked the clerk altogether, and fixed on the employer only. The matter was explained, and, as might have been expected, the charge was scouted by the good sense of the people. "Why was it made?" might be asked, with surprise, by those who do



not know the management of *regular governments*. The gentleman who made it was an officer under government, and a *heresy hunter*; his antagonist had the audacity to be a *Roman catholic*.

Newry is situated on a river called Newry Water, at the head of Carlingford Bay, and enjoys a very considerable commerce, especially in the Liverpool trade. The bay is navigable for large vessels, to within a few miles of the town, and the navigation is thence continued for smaller vessels into the town by a canal, which runs to Lough Neagh. The greater part of the town is low, and not very clean; but part of it is on high ground, on which the church stands, with a low *squat* steeple. The country round is hilly, except to the north-west, where it spreads out into fine fertile plains. The peculiar configuration of the town and state of society in it, occasioned the following lines from the satirical pen of Dean Swift:

High church, low steeple,  
Dirty streets, and proud people.

Whether the people in general deserve the character, I cannot say; but those among whom I associated certainly did not. I found them frank, affable, polite, and friendly.

My business in Ireland proved much more troublesome than was originally anticipated, and I was induced to go to Belfast to make some enquiry concerning it. From Newry to Bainbridge is 10 miles, through a tolerably good soil, improving towards the latter place, which is a small town, surrounded by fine bleachfields, and has a good linen market. Five miles beyond Bainbridge we passed Dromore, the seat of one of the Irish bishops; and four



miles from thence we reached Hillsborough, finely situated in a rich and flourishing country, and containing about 100 houses. The church is an elegant building, with a very lofty spire; and the windows are stained, in imitation of some of the English cathedrals. This is the seat of the Downshire family, one of the most wealthy in Ireland.

Three miles beyond this is Lisburn, a thriving little town, in which cotton manufactories have been established to a very considerable extent; and seven miles from thence, through a very elegant country, and highly cultivated, is the town of Belfast.

BELFAST is situated at the head of Belfast Lough, and is a handsome place, having extensive cotton and linen manufactories, and a very considerable shipping trade. I was detained here part of two days, and found the inhabitants very civil and obliging. Those, in particular, with whom I had business, were uncommonly attentive; and one gentleman, who was a good deal conversant with the mode of managing shipwrecks and damaged cotton, agreed to pay me a visit at Dundrum Bay, and give me his best advice. This matter being settled, I returned to Newry.

We changed horses at Bainbridge, the place where I parted with my friend on my way to Dundrum Bay. The hostler, a humorous-looking fellow, recognized me. "*Was* not you the gentleman," said he, "that I got the chaise for the t'other morning, and that gave me a five-penny in place of a ten-penny, because he had no more change?" "May be so," said I, taking my seat in the carriage. "And shall I really shut the door?" says, he looking very humorously in my face. "Certainly," said I, pretending ignorance of his meaning: "we can't travel with the carriage door open." "Well now," said he, still



holding the door, "who would have expected it from that good, generous-looking face?" "By my *shoul*," said I, Paddy, (giving him a ten-penny), "if you Irishmen don't make money, it will not be for want of *brass*." "Och! dear, sure our tongues were never meant for the pocket," said Paddy, shutting the door with a humorous smile, and we drove on.

From Newry I returned, accompanied by my friend, to Dundrum Bay, where I had immense trouble with the cargo; but this subject, though of great importance to me, being of no consequence to the reader, I shall pass it over, and notice a few of those occurrences which are more generally interesting.

Dundrum Bay, where the vessel was stranded, is a large bend in the Irish Sea, extending across from Annalong on the south-west, to Point St. John on the south-east, about 12 miles; and it extends into the country about five miles. To the west are the lofty Morne mountains, one of them, Slave Donard, the highest in Ireland. To the north-east of the mountains, the country spreads out into pretty fertile fields.

At the foot of the mountains stands Newcastle, a small village, and from thence eastward the sea shore is a sandy beach, two miles to Dundrum, where there is an inlet. This inlet spreads to the east and west a considerable distance; the western part is a narrow peninsula, abounding with rabbits, and has been converted into a rabbit warren. The Lucy was driven ashore on the eastern part of this peninsula; and the cargo was landed on the premises of the proprietors of the rabbit warren, a very respectable and hospitable family, where I found the captain



and supercargo ; and with whom I also lodged during my stay there.

The landlord was near 70 years of age, very stout made, remarkably humoursome, and a great lover of the game of whist. The landlady was nearly as fond of whist as her husband ; and when they joined their forces, they were an overmatch for almost all who ventured to play against them.

They had a large family, all grown up, of whom four sons and three daughters were at home ; they all played whist : they were also visited by some of the most respectable people in the neighbourhood, and often, in the evenings, they had very entertaining whist parties.

It was early in the morning, after one of these parties, that the Lucy met with her hard fate. She was bound to Liverpool, and, being past Skerries-light, was within a few hours' sail of pilot ground, when the gale commenced ; and, after weathering it for three days, she was at last driven ashore here.

The old man, who was weather-wise, anticipated the event. He rose from the card-table, and looked out ; and, on resuming his seat, observed, " It cheats me, if there be not a rat caught in the trap before morning : " and so there was. On going to the beach in the morning, there, high and dry, the Lucy lay ; and another vessel, about a mile to the westward.

The captain and supercargo, who were almost dead with fatigue, were taken to the house, and hospitably entertained ; and measures were taken to secure the wreck. In the evening there was a whist party, and the old man, seeing the captain look very pitiful and dejected, advised him to take a hand at whist, to cheer his spirits. The



captain was persuaded; but something else than whist was uppermost in his mind, and he could hardly keep himself awake while he played two or three games very badly. He relinquished the game, and went to bed, in the same room where the landlord slept. The landlord did not go to bed for some hours after, when, awakening the captain with some difficulty, the latter started up with a halloo, calling out, "What's the matter?" "O faith, the matter's no great, dear," said the landlord. "I only wanted to tell you that you're a d—d bad hand at whist, and by J—s, you shall never be a partner of mine again, for I lost two ten-pennies by you."

He was a very early riser, and generally came to my room in the morning to wake me; when he would entertain me with a thousand witty sayings. Sometimes he would descant on the beauties of the creation, the brightness of the sun, the healthy sea-breeze, the rising plants, and the singing of the birds. At other times he would remark, that the air was "as thick as butter-milk," or that he could cut it with a knife; on which occasions he would say, "You had better lie still, and take another sleep, dear."

We were introduced to a number of the families round; among others, to the doctor of the place, who was a man of talents, and esteemed one of the greatest wits in all the country. At a visiting party, our supercargo and the doctor entered into a *punning* conversation; but the supercargo was no match for the doctor at this kind of discourse. He had been amusing the company with a number of tales concerning the wonderful size of some of the animals in America; amongst others, the well-known story of the amazing large musketoes that bit general



Washington through the boots\*. As an offset, the doctor told an equal number of tales about the wonderful animals in Ireland, meeting the supercargo in every point, except the musquetoos. "Well," said the supercargo, triumphantly, "you must acknowledge that our *flies* are larger than yours." "Yes, faith," cried the doctor, "I'll acknowledge it with all my heart, if you'll only take away the *f* from them."

Several linen merchants were in the neighbourhood, who gave me the history of the linen trade of Ireland, and stated that the stoppage of the American trade was ruining their business. One of them had recently returned from Rio Janeiro, where he had been with a cargo of linens, to the value of nearly £.60,000 sterling, tempted by the flattering accounts held out by the supporters of the ministry. He returned with a most deplorable tale. He was not able to sell above one third, at a loss of 30 per cent., and he could only get a precarious produce for return, by which he anticipated a loss of from 10 to 20 per cent. more. The remainder of the goods he was obliged to consign into other hands, and leave the place. His loss altogether, he supposed, would be fully one half; and he said that almost every other sort of goods were subject to a similar depreciation. Goods were pouring in from all quarters,—London, Liverpool, Glasgow, Manchester, Birmingham, Sheffield, &c.; and so badly informed were the people in some places, that many articles sent were altogether unsuitable for the market: iron grates, fenders, fire-irons, warming-pans, and skates were exported to the Brazils. But the prince regent was our august ally, and

\* See Weld's Travels.



therefore that country must be a fine market for all sorts of manufactures. "Only look at the map," the ministerialists would exultingly exclaim; "only look at the map, and see the amazing extent of the country! how rich! how finely watered! And then the gold mines that it abounds with; and the noble Portuguese who inhabit it, our friends, and our beloved allies. Here's a field for our surplus manufactures to the latest posterity; let us avail ourselves of it, and kick that blackguard Yankee trade to the devil!" "Amen," said John Bull; and, overlooking the trifling circumstance, that it was inhabited by only *half a million of people*, and these the most poor, pitiful, bigotted, priest-ridden devils under the sun, he did *avail* himself of it, and can now calculate the value of the *avail*!

My friend came from Belfast, according to promise, and brought two or three cotton spinners along with him. They looked at the cotton, and, giving their best advice, invited me to convoy them as far as Ballynahinch. Here we were met by our agent from Newry, and spent a very happy evening together. I got an account of the battle of Ballynahinch, and of the present state of Ireland, and next morning set out on my return to Dundrum, distant nine miles.

There was neither horse nor chaise to be hired here; so I was obliged to walk. Learning that there were some medicinal springs by the way, I went about two miles out of the direct road to visit them. Before I had got that length, a very severe rain came on, and I was glad to take shelter in a little wretched cabin beside the springs. The old woman was kind to an excess, brought me a dram of whisky, and regretted that the accommodation was so poor. After I had warmed and dried myself a



little, she looked out, and pronounced that it would rain all day. She then asked, whether I had ever heard of Mr. Fox, and, upon being answered in the affirmative, she put a few more questions, to learn whether I approved of Mr. Fox's sentiments. I could not divine the meaning of this, and was pondering the subject in my mind, when a young boy in livery called at the house, and told me the counsellor sent his compliments, and requested I would call upon him, as he wished to see me. I was surprised, and was going to ask the old woman who the counsellor was; but she sealed my lips by telling me, just to step up to the counsellor's, and it would be all explained to me. I obeyed, and followed the messenger. "And who is the counsellor, my young fellow?" said I, as we walked towards the house. "He is counsellor Trotter, sir," said the boy. "What," said I, "the same that was private secretary to Mr. Fox?" "Yes," said the boy. This accounted for the conduct of the old woman; and I shall ever remember her with gratitude for being the means of introducing me to the bosom friend and biographer of Charles James Fox.

The counsellor and I soon got intimately acquainted. I answered all his questions concerning America, and he gave me a great deal of information regarding Mr. Fox's private life, including an account of his journey to France, in which Mr. Trotter accompanied him, and of his death, at which he was present. I was delighted with his conversation, and the day, as if determined to prolong it, continuing very stormy, I availed myself of his hospitable offer, and staid all night. Next morning early, I set out for Dundrum.



During my stay at this place, I received letters announcing the arrival of one of my partners from Savannah, and stating that I must hold myself in readiness to return to America. I was sick of my present situation, and longed to be home; so, inviting my partner to come and take charge of the cargo, I continued shipping it to Liverpool with all possible dispatch. My partner arrived just as we were shipping the last of the cargo; and I consigned the remaining business to his charge, and made the best of my way to Glasgow. He attended the cargo to Liverpool, where it found a market at little more than what was sufficient to pay the expences. Had it arrived safe, it would have yielded a clear profit of £.7000. Such are some of the turns of fate! There was not one penny of insurance upon it, nor the power of making it. The first account that I received of it was by the before-mentioned letters from Castle Wellan.



## CHAPTER LII.

*Return to Glasgow.*

**APRIL 20th.** Having completed the shipment, I parted from my hospitable entertainers with sentiments of friendly regard, and set out on my return to Glasgow, taking Strangford in my way, in order to clear out the vessels at the custom-house ; and I was accompanied by my agreeable friend, the agent at Newry. We passed through Down Patrick, the capital of Downshire, a pretty large town, but not handsome ; though it is situated in a fertile country, and carries on a considerable trade.

On our arrival at Strangford, the deputy collector executed our business with great despatch, and very much like a gentleman, which is a compliment that I cannot pay to all his majesty's servants in Ireland, with whom I had to deal. If I were inclined to be ill-natured here, I could give a great *big* thrashing to a certain gentleman, that lives not 100 miles from the foot of Morne Mountains, who thinks " he has a right to make the most of his situation on the coast ;" and seems to be of opinion, that he is justifiable in adopting *any means* in the exercise of that right ; but I am now in a hurry to be at Glasgow, and shall pass over his conduct.

We crossed over to Porto-ferry, betwixt which and Strangford the tide runs with a velocity that I have never yet seen equalled. We dined at Porto-ferry, after which



the agent and I parted with many professions of sincere regard.

From Porto-ferry to Donaghadee is about 16 miles, partly along the coast. The country is pretty, but the soil in many places is poor. This district was mostly peopled from Scotland, and I could observe a remarkable coincidence in dialect between the people on both sides of the channel. I reached Donaghadee at 10 o'clock in the morning; and a number of vessels, loaded with bullocks, being about to sail for Port Patrick, I engaged a passage in one of them, to sail at 2 o'clock.

In the mean time, I could not help contrasting the sensations I now had regarding Ireland, with those I entertained of the country before I saw it. I noticed, on landing at Donaghadee, that "I had considerable apprehensions for my personal safety, and nothing could have induced me to travel alone at night in a post-chaise." Now, however, I was satisfied that I could not only travel alone in a *post-chaise*, but that I could travel in any way, and at all hours, with as much safety as I could in any part of Britain. I was, in fact, highly pleased both with the country and the inhabitants.—The vessel set sail in the afternoon, and arrived at Port Patrick about sundown. The evening was very clear, and I could see the Morne Mountains, at the distance of 50 miles.

At Port Patrick I met with an Irish gentleman, who was travelling to Glasgow, and, being pleased with his appearance, I was very glad to have him for a travelling companion. We started by the stage at 6 o'clock in the morning, and travelled along the coast, which we found pretty rugged, hilly, and barren; but abounding in fine views, which were seen to great advantage, the day being



remarkably clear. At one place, on the top of a hill, we could see the whole north channel; the coasts of Ireland and Scotland; the islands of Arran, Bute, and Ailsa; and I could also distinctly perceive the Morne Mountains, although we were now upwards of 80 miles distant.

In the course of our journey, I discovered that my travelling companion had a fine taste for music, and being provided with an excellent flute, in his travelling cane, he entertained me with a greater number of Irish tunes than I had ever heard before.

When we drew near Ayr, we left the coach and crossed over the country about half a mile to the old road, to see the birth-place of the immortal Burns. It is a lowly one-story house, the one end slated, the other thatched. Being ushered into the slated end, which had a deal floor, we called for a "whisky gill," with which we made a libation to the memory of the departed bard; and having repeated "Tam o' Shanter," the scene of which, "Alloway Kirk," is hard by, we set out for Ayr. At the end of the town, we passed a most princely house, which might have been with much propriety dedicated to Folly. It was the fruits of a rapid fortune made by smuggling, which, like many such, had taken to itself the wings of the morning and departed; but the house remained an emblem of the cupidity and imprudence of its former owner.

The stage proceeded no further than Ayr; but being anxious to reach Glasgow, my fellow-traveller agreed to accompany me in a post-chaise, which having procured, we arrived at 2 o'clock next morning.



## CHAPTER LIII.

*Glasgow,—Edinburgh,—Liverpool,—Manchester,—  
Leeds,—Nottingham,—London.*

SOON after my return from Ireland, I was highly gratified with the account of Mr. Erskine's arrangement with the United States, and the removal of the non-intercourse; which was followed by a removal of the orders in council in Britain. But the hope induced by these circumstances was of short duration. Two days had not elapsed, before meetings of the *shipping interest* were held, and the ministry were assailed with most deplorable tales concerning the loss of their trade. One set of them had the audacity, indeed, to set up the plea, that if the Americans were allowed a free trade, it would deprive the British shipping interest of the carrying trade to Holland. To Holland! Yes, to Holland! a country with which the nation was at war, and to trade with which, was declared to be high treason by the laws of the land!

A cabinet council was held, at which it is said Mr. Canning, the secretary for foreign affairs, took a most active part, and strenuously supported the principle that Mr. Erskine's arrangement should be ratified; but a certain elevated personage took umbrage at some expressions in the papers, and would not agree! and the orders in council were re-enacted in a new form, called *a blockade*. Thus were the valuable manufactures of the country sacrificed to the



whim of an individual, and the mercantile cupidity of a shipping interest.

The public will be able to form a pretty correct judgment, as to what degree of knowledge in political economy, was possessed by the men to whom was confided the management of the affairs of a great commercial nation, by adverting to the following facts.

It was estimated by Mr. Pitt, that the pro-

fits of the nation arising from manufac-

tures amounted to £. 14,100,000

From the merchant shipping and small

craft £. 1,000,000

The hands employed in manufactures were

estimated at 1,680,000

Seamen in the merchant service at

155,000

The income arising from manufactures de-

stined for the United States £. 7,000,000

The hands employed in manufactures for

the United States 675,000

And I presume that the hands employed in

the whole trade with the enemies of the

country, do not exceed 20,000

And yet a fair, honourable, and safe trade, to a great extent, with a friendly neutral, has been sacrificed, to a poor, pitiful, limited, dishonourable, and precarious commerce, subject to the regulation of the arch-enemy of the country. Could that enemy have managed the matter with more advantage to his views?

I now calculated that the American trade was at an end, and immediately decided to set out for that country to inquire into the state of our property there, and make the best arrangement regarding it, that circumstances might



point out. Before taking my passage for America, it was necessary to make a very extended tour in Britain ; and though it was so rapid, as to be almost barren of incident or observation, yet I shall state the outlines, so as to continue the chain of connection with the other parts of these travels.

I set out from Glasgow on the 1st of August, 1809, and travelled by the coach to Edinburgh. From thence I crossed the Forth to Kirkaldy, Cupar, and Dundee, and returned to Edinburgh.

On the 6th, I left Edinburgh, in the mail coach, for Carlisle. We passed through Dalkeith, Selkirk, and Langholm. A great part of the journey was in the night, and the weather was very rainy. The soil appeared pretty good to Dalkeith, which is a handsome little town, nine miles from Edinburgh, with the seat of the duke of Buccleugh in the neighbourhood. The soil continues good a considerable way beyond Dalkeith, after which the country is poor and hilly ; but it answers well for pasture, and the people keep large flocks of sheep.

I reached Carlisle at 6 o'clock, and continued my journey to Liverpool, where I arrived at 3 o'clock next morning.

In the afternoon I left Liverpool for Manchester, and continued my journey to Halifax and Leeds, and thence through a fertile country eight miles, to Wakefield, a neat town, having extensive manufactures of woollens, particularly *stuffs*.

From Wakefield to Sheffield is 24 miles, through a rich, well-cultivated country ; and at Sheffield are the greatest manufactories of edge-tools in England. The master-cutlers are here 600 in number, and the quantity and variety



of work that is produced is immense. America is a great and important market for Sheffield goods.

On the morning of the 15th of August, at one o'clock, I left Sheffield for Nottingham, distant 38 miles. Of the country, I could see nothing till I was near Nottingham, and there it is fertile, and well improved.

Nottingham is situated on the steep ascent of a rock, overlooking the river Trent, and a vast range of adjoining meadows. It is a large, populous, and pretty handsome town, having the streets well paved, and a good market-place. It is a principal seat of the manufacture of cotton and silk hosiery, and lace; and sends annually a vast quantity of goods to America. There is a castle situated on a high part of the eminence, which has a fine effect when viewed at a distance.

Here I took a passage by the mail coach for London; and setting out at nine o'clock in the morning, we passed through Norman, Melton, Mowbray, Oakham, Uppingham, Rockingham, Harborough, Kettering, Wellingborough, Harold, Bedford, Shelford, Hitchin, Hatfield, Barnet, and Highgate, and reached London, distant from Nottingham 124 miles, at 5 o'clock next morning.

My business in London was soon settled; and I devoted a day to see my friends; but I was too much hurried to go to any of the public places with which the city abounds, except Vauxhall Gardens. This place is considered a great curiosity, and in all my former visits to London, I had never had an opportunity of seeing it. I had been out of town dining with a friend, and hurried to the London coffee-house to go to the gardens. Just as I arrived, I found a Scotsman from Georgia at his glass of wine. He invited me to partake of it, but I declined it, telling him that I was in a



hurry to go to Vauxhall; he finished his wine and agreed to accompany me. It was the duke of York's birth-night, he told me, and there would be some extra amusements. As we travelled towards the gardens, I perceived that my friend had taken a glass too much, and it began to operate pretty vehemently to the prejudice of the English people. I did not regard this when by ourselves, but I admonished him to be more circumspect in his conduct and expressions when we should reach the garden; which he readily assented to.

On our arrival, I was delighted with the vast variety and brilliancy of the lamps, and the immense concourse of people. An orchestra was in the middle, and we had some vocal and instrumental music; but as I never admired English music, I pass it over. In a short time my friend proposed an adjournment to a tent, where we might have something to drink. He called for a bowl of arrack punch, and seeing some company pass, he invited two of them to take seats beside us, and a share of our fare. While we were thus situated, the fire-works were announced, and wishing to see the whole economy of these gardens, I went to view them. They were splendid. On my return, I found my friend had got a second bowl of arrack; and, observing two or three men in the highland dress, he invited them to join us, and ordered a third bowl. While we were thus engaged, a band of music, over head, struck up *Rothemurchie's Rant*, and a ring being formed among the spectators, a number of gentlemen and *ladies* danced Scots reels. This gave my friend, who was a *great Scotsman*, fresh animation, and he began to flourish away and draw comparisons between his countrymen and the English, that I did not at all like, and proposed



that we should immediately go home. Having assented to this, I left him to adjust and settle the bill, while I went to see the *water-works*. On my return, I found him embroiled with some of the natives, whom he was denouncing as a set of *tailors*; and the bill was still unsettled. I instantly paid it, and looked round for my friend—but he was gone. On making inquiry for him of the bystanders, I was told that he had been committed to the watch-house; and it was with great difficulty that I escaped being implicated as an accomplice. Having, with considerable address, cleared myself from the imputation, I at last prevailed with some of his antagonists to conduct me to the watch-house, where I found my friend *caged up*, and declaiming against the English with most dreadful vociferation. After several hours' trouble, in the dead of night, with watchmen, constables, Bow-street runners, &c. &c. I at last succeeded in getting him out of *durance vile*, and we made the best of our way to the London coffee-house, which we reached at 3 o'clock in the morning; and here I made a vow that I would never after accompany a Scotsman to Vauxhall gardens, unless I previously knew that he had so far divested himself of national prejudice, as to pay an equal respect to Englishmen as to those of his own country.



## CHAPTER LIV.

*London,—Oxford,—Birmingham,—Shrewsbury,—  
Liverpool.*

I LEFT London on the evening of the 18th of August, by the mail coach, and, travelling all night, passed through Uxbridge, Stockton, and Oxford, where is the celebrated university ; but I could see nothing of it at the hour we passed. We continued our course through Woodstock, Shipton, and Stratford ; and at 10 o'clock on the 19th we arrived at Birmingham, distant from London 116 miles.

BIRMINGHAM is situated in the middle of a fertile and populous country, and is, in point of population, the fourth town in England, its inhabitants amounting to 73,670. Part of the town lies low, and the houses are mean and unsightly, but a considerable portion is elevated, and abounds with handsome houses. The hardware manufactures of Birmingham are unrivalled, and vast quantities of goods, of all descriptions, have been made up annually, for the American market. The works of Bolton and Watt are at Soho, in this neighbourhood, and are in a state of organization probably superior to any other in the world. It is calculated that, since the introduction of their improved steam engine, the labour saved by it alone, in Britain, amounts to 20 millions sterling annually.

The trade of Birmingham is greatly facilitated by canal navigation, which is here very complete ; affording a water



communication to London, Hull, Liverpool, and Bristol, and throughout the whole interior of the country. From Birmingham I travelled to Shrewsbury, in company with a Mr. James, a civil engineer, who resides in Warwickshire, and as the country through which we passed abounded with mines of coal, iron, and beds of limestone, I derived a good deal of information from him. He stated that the yearly income arising from the mines, in the counties of Warwick and Stafford, was incredible, and the number of hands employed in the bowels of the earth was immense. The business was remarkably well systematized, he observed, and was highly conducive to the progress of knowledge and liberality of sentiment. Even the minds of the common workmen were affected by a view of the grand operations of nature in the heart of the earth, and they had a degree of intelligence, and a spirit of independence quite different from the workmen in the manufacturing towns. I found this gentleman's company very agreeable, in a journey together of 46 miles, when we arrived at Shrewsbury.

SHREWSBURY is situated on the river Severn, and is a place of considerable trade, but the streets are narrow, and it exhibits no very handsome appearance. Being in one of the counties adjoining Wales, it is well calculated for the woollen trade, and a considerable portion of its manufactures are calculated for the American market, particularly plains and flannels.

On Monday, the 21st of August, I left Shrewsbury at five o'clock, by the stage, and passed through Ellesmere, and Wrexham, to Chester, at which we dined. Here I had leisure to take a walk round the city, along the top



of the wall with which it is surrounded, from whence there is a fine view. Some of the chief streets are singular in their construction, being cut out of a rock, below the level of the ground; and the houses have a portico in front, which serves for a covered foot-path. The shops and warehouses are in the sides of the rock, and on a level with the street, to which there is occasionally an ascent by stairs. Chester is the residence of a number of people from Wales, with which country it carries on a considerable trade. Its population amounts to about 15,000.

From Chester I continued my journey 12 miles, through an agreeable, open country, and passing the Mersey, by a ferry-boat, I arrived in Liverpool at six o'clock in the evening.

From the 22d of August to the 3d of September, I was busily employed in Liverpool, making preparations for my embarkation to America. During this period I had a little time for reflection on the situation of England and America; and every thing seemed to portend most important consequences. The British administration appeared determined to adhere to the new system of blockade; and they were backed by the whole power and influence of the *tory party*, including the *shipping interest*, the *monied interest*, and all the *placemen* and *pensioners* in the country. Their opponents of the whig party, though firm to their principles, were feeble and dispirited; and thus, secure in power and influence, and having a very slender opposition, it was not reasonably to be expected that they would abandon a measure which formed a most important part of their system of policy. On the other hand, I was well convinced that the American government would set up, and persevere in a resistance of some kind,



while these orders continued. From a view of the recent measures of that country, indeed, it was impossible to form an opinion what this resistance would be ; but I was well aware, upon the whole, that the consequences resulting from the interruptions of commerce, would tend much to weaken the connection between the two countries, and that America would every day become more independent of Britain.



## CHAPTER LV.

*Liverpool,—Banks of Newfoundland,—New York.*

HAVING finished my business in Liverpool, I engaged a passage for myself and son by the Pacific, captain Staunton, for New York.

The other passengers were two merchants of New York; two Yorkshire merchants; a Liverpool merchant, *who called himself* an American citizen; and a merchant of Savannah in Georgia. We had also the captain and two mates of the ship Manhattan, which had been sold in Liverpool.

The passengers had agreed to rendezvous at the King's Arms tavern on the evening before the vessel sailed, at 10 o'clock, to go on board together, as she was to weigh anchor very early in the morning. I had to step out of town a little way to transact some business with a friend, and, the night being dark and wet, it was a little past the appointed hour before we got to the place of rendezvous. The company were gone, and we had to trudge through Liverpool in quest of a boat, but none was to be found. It was quite dark and rainy; and wet, perplexed, and disappointed, we were landed in a small ale-house, on one of the wharfs, at 1 o'clock in the morning. The landlord was a good-natured man, and used every effort to get us on board, but without effect; and I really began to be apprehensive that we would lose our passage. At length an Irish sailor came in from a neighbouring vessel to get



a pint of ale, and the landlord whispered to me, that if I spoke him *fair*, perhaps he could get me on board. I thought the fairest way of speaking him would be to use his own style, and assumed the character of a countryman in distress, which produced an immediate effect on Paddy's feelings, and he told me if Morgan would go, he would. He called Morgan, who, with considerable reluctance, complied. The next difficulty was to find the vessel, for it was nearly as dark as pitch, and we had to go about three miles up the river. I did not wish to talk much, for fear that my speech "would bewray me," and, as good luck would have it, I did not need, for the very first ship we hailed was the Pacific. I paid the Irishmen for their trouble, and we went on board. As they were starting from the vessel, I heard one say, "Faith, Pat, I believe he is a Scotsman after all." "Well, well, it does not signify," says the other, "what he is; he has done the fair thing by us, any how."

"Tut," said I, "are we not all relations?"

*Sterne.*

On the morning of the 3d of September, the ship got under weigh, at 3 o'clock, and the wind being fair, we were round the rock by 5; and at 6, discharged the pilot. The breeze continued from the north-east, and we had a fine run. At 7 o'clock, we were up with the point of Ayr; at 10, at Great Ormshead; at 12 we passed Skerries-light, and shaped our course to the south-west, through St. George's channel. A vast number of ships came out of the river along with us, but we had lost sight of them all, except the John Bull, a fine English ship; she kept in



sight of us all the way out of the channel, although the Pacific considerably outsailed her.

We passed Cape Clear on the 5th, after which we had a series of west and north-west winds, till the 15th, by which time we were nearly up with the Western Islands. The wind then shifted to the south-west, and continued till the 19th, when it again shifted to the north-west, and it continued to *chop round* from south-west to north-west, almost incessantly; but as the Pacific sailed remarkably well by the wind, we made tolerable progress, and by the 24th, we were nearly up with the Banks of Newfoundland. Here a phenomenon happened, which I had never before observed at sea. At 3 o'clock in the afternoon, we had a fine steady breeze, to which we were carrying all sail, and the ship was running through the water at the rate of eight miles an hour; when, all of a sudden, *she ran out of the breeze*, and was becalmed in an instant. The impulse continued for some little time, and carried her through the water probably about half a mile; at which distance we could perceive that the breeze we had left was blowing as strong as ever. It is said that ships are sometimes situated in this way on some parts of the coast of Africa, where the calms are frequent and of long duration; and often accompanied by tremendous storms of thunder and lightning. By the 25th, we appeared to be on the Banks of Newfoundland. The weather was foggy, and the thermometer, which, the day before, had been at  $72^{\circ}$ , fell to  $56^{\circ}$ . We sounded, but found no bottom; indeed, we were nearly at the south point, where the water is very deep. On my former passage, I made some remarks on the formation of these banks, which my present observations tended to corroborate. I had heard a great deal of the fisheries on



them ; but, notwithstanding I had crossed them twice, I never saw any thing of the fishing vessels, nor did we take any fish.

This great bank is about 330 miles in length, from south to north, and about 75 in breadth, from east to west. The depth of water on it, is from 15 to 60 fathoms. The fishery commences about the 10th of May, and continues till the end of September. The cod is cured in two ways; one by drying them, the other by putting them up in pickle. The fisheries are computed to yield upwards of £. 300,000 sterling, annually, for the supply of the catholic countries alone; and such is the immense supply of fish, that, notwithstanding the annual drain, there is no sensible diminution.

After leaving the banks, we had a series of west and north-west winds, which sent us beyond the Gulph Stream, and as far to the southward as the latitude of  $37^{\circ} 30'$ , where we found the weather very warm, the thermometer rising to  $78^{\circ}$  and  $80^{\circ}$ .

The weather was clear and fine, and the moon being in a favourable position, we had lunar observations on different mornings. The result we found to be very correct, a proof of the great importance of the application of astronomy to one of the most useful arts.

The wind shifted back again to the southward, and we bore away to the north-west, until the 6th of October, when we took a fair wind, which carried us to the Jersey shore on the 8th, 40 miles south of the light-house. We had a southerly wind, and were running to the northward, and would soon have made Sandy Hook, but night came on, and we were deceived by a light, which we mistook for the lighthouse ; in consequence of which, we lay to for



the night. Next morning, at day-break, we set sail, and soon descried the high lands, and afterwards the lighthouse; and between 2 and 3 o'clock in the afternoon we received a pilot. We flocked round the pilot to learn the news, and were informed, that the non-intercourse was again enforced by proclamation; and that the American government were very much dissatisfied with the British for not executing Mr. Erskine's treaty. On this subject, however, I soon found that there was a considerable difference of opinion; indeed, some of the American newspapers, which we perused, justified the British government in every step, condemning that of America and Mr. Erskine; and one of our company, an American citizen too, openly avowed that he could have no confidence in a government, unless there was a king at the head of it; even Mr. Jefferson, he believed, would have acted a much better part, had he been king of America.

The passengers were, upon the whole, agreeable, and captain Staunton was one of the most obliging shipmasters I have ever been at sea with. He was well provided in a mate and good sailors, and every thing on board the vessel was conducted with great propriety. The cabin was remarkably well furnished, and we fared sumptuously all the way.

Having crossed the bar, we proceeded up the channel with a light but fair breeze, and at 5 o'clock passed the Narrows, and stood in for the quarantine ground. Here we were visited by Lang and Turner, editors of the New York Gazette, who, by their indefatigable attention to the shipping trade of the port of New York, have deserved well of their country, and have been amply rewarded by a very respectable patronage and support to their paper.



Connected with this establishment is that of the Mercantile Advertiser, the editors of which pay one half of the expence of procuring the shipping intelligence, and, of course, receive the same information as the Gazette; and so attentive are the parties to the business, that Mr. Lang has a house at the quarantine ground, where he resides with his family during the summer, and speaks every vessel that comes into port. By this means the shipping intelligence in these two papers is early and authentic, and they are the most respectable mercantile registers in New York.

We were only a few minutes here when the health officer came on board, who, finding all well, gave us a bill of health, and we set sail up the bay, and landed at the wharf at 8 o'clock. I immediately waited upon my friends, Mr. and Mrs. Stewart, from whom I had, as before, a friendly welcome.

The passengers were, upon the whole, agreeable, and Captain Stanton was one of the most obliging shipmasters I have ever been at sea with. He was well provided in a mate and good sailors, and every thing on board the vessel was conducted with great propriety. The cabin was remarkably well furnished, and we dined sumptuously all the way.

Having crossed the bar, we proceeded up the channel with a light but fair breeze, and at 5 o'clock passed the Narrows, and stood in for the quarantine ground. Here we were visited by Lang and Turner, editors of the New York Gazette, who, by their indefatigable attention to the shipping trade of the port of New York, have deserved well of their country, and have been amply rewarded by a very respectable patronage and support to their paper.



## CHAPTER LVI.

*New York,—Philadelphia,—Savannah.*

I CONTINUED in New York until the 11th of November, when, having some business to attend to in Philadelphia, I set out for that city by the mail stage. We left New York at 1 o'clock in the afternoon, and next morning, at 5 o'clock, we reached Philadelphia, distant 97 miles.

My business here was in friendly hands, and I got it arranged to my satisfaction in a short time, when I had a few days to spend with my friends. At the house where I lodged, a gentleman sometimes called to spend the evenings. My friend and he were two of the most extensive and respectable merchants in Philadelphia, and, like myself, both were concerned in the British trade. We agreed in opinion as to the utility of this trade, but we differed regarding the cause of its interruption. I attributed it to what I considered the true cause, which will be readily inferred from the foregoing pages; but my friends were inclined to attribute it to the hostility of the democratic party in America to foreign commerce. Considering this idea incorrect, I opposed it, which led to a pretty long discussion, in which I had occasion to state the view I took of foreign commerce generally, and the importance of the relations between America and Britain. My friends assented to the correctness of my opinion, but



insisted that it was so opposite to that of the democratic party, that, were I to draw it up, and send it to a democratic newspaper, it would not be inserted. Considering this a very good plan to bring the matter to the test, I drew up an essay, which *received their approbation*. It was sent to the *Aurora*, and two days thereafter, made its appearance in that paper\*.

While I staid at Philadelphia, the negociations with the British minister, Mr. Jackson, were broken off, and it clearly appeared to me, that nothing but the ascendancy of the whig party in Britain would prevent a war; but from the intelligence which I received from Britain, public and private, I thought it extremely probable that this ascendancy would soon take place; at any rate, I considered it would inevitably follow the appointment of the prince of Wales as regent, and that event was daily expected. I was guided by this view in my commercial arrangements, and took my measures accordingly.

From Philadelphia I returned to New York, and from thence went by sea to Savannah, where I arrived on the 17th of December, without meeting any adventure worth recording.

On my arrival in Savannah, I found matters in a dreadful state. The stock of goods was disassorted, and would not bring half the original value; and the other funds, consisting chiefly of outstanding debts, if ever they would be collected at all, it could only be done at a labour, expence, and loss of time, that would probably be greater than the ultimate value of them. A great many of them were in suit, and the courts of law were suspended, so

\* See Appendix, No. IV.



that the recovery by that process was very tedious and uncertain. Our debtors amounted to the amazing number of 185, and they were so scattered over the land, that they occupied a space of nearly 200 miles square. Some landed property belonged to the concern, and some negroes (a species of commodity which I never wished to deal in), and these had fallen in value. We had also a store, 220 miles in the interior of the country; but it held out no better prospect: while our American debts were large and urgent, a great portion of them custom-house bonds. I was absolutely sickened when I looked into the books, where I had nothing to contemplate but the wrecks of a ruined estate, and the fragments of it scattered to and fro throughout the land; so that no time could be fixed for its being eventually wound up. However, there was nothing for it but to arm myself with resolution, and, after three months most ardent application, I got it reduced to some sort of order, and, having made a new arrangement with my partner to carry on a commission business, while the old concern was winding up, I set out on a *collecting tour*, taking in my way the store up the country. A few of the observations which I made on my journey shall be communicated in the next chapter.



## CHAPTER LVII.

*Savannah,—Louisville,—Greensburg,—Augusta.*

ON the 2d of April I left Savannah, on horseback, at 5 o'clock in the afternoon. A young gentleman in a chair accompanied me, and we took the road to Louisville. The weather was warm and sultry. We travelled 18 miles through a low marshy country, abounding in *thick* woods, but having a *thin* population, to *Powell's*, and here we stopped for the night. About 11 o'clock, there was a thunder-gust to the south-east; the wind shifted to the north-west, and the weather became suddenly cold.

April 3d, we travelled through a wretched looking country 12 miles, to breakfast; and 12 miles further to dinner, part of the way through pine barrens. The country was now a little more elevated, but the soil poor and sandy, and so continued 20 miles, to *Jones'*, where we stopped for the night. Jones has a thriving plantation, and a fine peach orchard.

April 4th, we travelled through a country nearly similar to that we passed yesterday, 14 miles, when, entering Burke county, we met with more improvements, and saw many fine peach orchards; and the trees being in blossom, formed a very agreeable contrast to the barren wastes around them. At 6 o'clock in the evening, we reached Louisville, 100 miles from Savannah. I found the seat of government had been removed to Milledgeville; but



my friend Dr. Powell still remained at this place; and I passed a very agreeable evening with his family. The doctor was not at home, and I regretted much that I had not an opportunity of thanking him for his kindness and attention when I was here before.

April 5. At half past 8 o'clock we set out for Sparta. A mile from Louisville, we passed a considerable stream called Rocky Comfort, where there are a number of mills; and this being the boundary between the high and low country, the scenery now becomes more variegated. Five miles beyond this the road forks; we took the *right-hand* road, but it was the *wrong* one, and led us six miles out of our way, through a barren country. The country improves towards the Ogeeche river, which we crossed at the Shoals, and here there are several important mills. The banks of the river are steep and rocky, and the soil in the neighbourhood is pretty fertile, producing wheat, corn, &c. After crossing the river, we passed over vast masses of rock, and, travelling 14 miles, we reached Sparta, towards which the soil improves, and there is a pretty fertile country round it.

Sparta is a small town, but until of late it had a very flourishing commerce, and a great deal of mercantile business was transacted in it. It has now, in consequence of the stoppage of foreign commerce, suffered most severely. Many of the merchants, and country people, cannot pay their debts; and the winding up of the business, through the medium of the courts of law, has produced effects distressing to contemplate. I was informed that there was now no demand for British goods at all; and all the people were clothing themselves in homespun.



At Sparta I parted with my young friend, who returned to Savannah, and I went further up the country to Greensburg. Meeting with a countryman who kept a tavern about half-way, I availed myself of his company, and lodged at his house during the night. My fellow-traveller, who was very communicative, told me that the country in this district was healthy, and the lands generally good. The price of land uncleared, was from two to five dollars per acre. On reaching the house, I found his family all busily employed in manufacturing, and they showed me a number of the articles, which were very good, some of them handsome. They told me, that, besides supplying the family, they made a considerable quantity of goods for sale.

April 7. The morning being beautiful, I started at daylight, and travelled through a very pleasant country, 13 miles, to Greensburg. The soil is good, and abounds with a species of timber, called dogwood, which bears a white flower, and being now in full blossom, the woods formed a most beautiful appearance. The north-west wind, which commenced on the 2d, continued until now, and the weather was healthy and delightful.

Greensburg is a handsome town, containing about 200 inhabitants, and is improving; but the mercantile business is in a very dull state. The country is handsome round it, and the situation is elevated and healthy.

At 12 o'clock, noon, I set out for *Mount Vernon*, in the new purchase, where our country-store was situated, 22 miles from Greensburg. Eight miles from Greensburg, through a pretty good, but thinly-settled country, is the Oconee river, and three miles beyond this, through a country nearly similar, is the Appalachy. These two



rivers are very fine streams, and I passed both by boats. From the Appalachy to Mount Vernon, I travelled 11 miles in the new purchase, and I was really surprised to observe the number of settlements that had been made in the short space of four years. The greater part of the lots were disposed of, and I was hardly ever out of sight of a plantation. The surface of the country is agreeably uneven, abounding in springs and small rivulets, and, from the appearance of the people, I have no doubt but the country is very healthy.

I spent several days in this place, on one of which I went to Madison, the county-town, six miles from Mount Vernon. This was laid out only a year before, yet it is now a thriving place, having a court-house, a number of dwelling-houses, three taverns, and as many stores.

On the 15th of April, I left this district, on my return to Greensburg. On my arrival there, I found the inhabitants in a state of alarm. Advice had just been received, that a letter had been found in the state of Virginia, dated from Greensburg, stating that all was ready in Georgia, and recommending prompt measures to be pursued in executing the *work* in Virginia. It was presumed that the work alluded to was the assassination of the white people. The alarm being given, it had spread through the country in all directions; and the people had adopted measures of precaution. At this place the guards paraded the streets all night.

On the 16th, at 12 o'clock, I left Greensburg for Augusta, accompanied by a doctor of medicine, a very intelligent gentleman, who lived 16 miles below Greensburg. While we travelled together we had a good deal of conversation regarding the present alarm in the country, con-



cerning which we made inquiry at all the settlements we passed, and of all the people we saw. We found that some of them were a good deal alarmed; others considered that there was no danger; and some ridiculed the whole as an idle tale. But they all thought there was a propriety in taking measures of precaution.

I was satisfied, upon the whole, that the alarm was greater than the danger; and that there never can be a successful organization of the black people against the whites, upon a large scale, in Georgia; nor indeed in any part of the United States. A short glance at the subject may be useful, because I found that it was generally supposed in Britain, that the southern states would be eventually destroyed in this way.

By the census of 1800, I find that all the slaves north of the state of Delaware, amount to only 35,516; being such a small proportion to the white inhabitants, that they can have no influence; and as a gradual abolition is going on, the proportion is diminishing every year.

In those states where slavery exists in full force, the relative numbers, in 1800, stood as in the following table.

|             | <i>Free Persons.</i> | <i>Slaves.</i> |
|-------------|----------------------|----------------|
| Delaware    | 58,130               | 6,143          |
| Maryland    | 241,985              | 107,707        |
| Virginia    | 534,396              | 345,796        |
| Kentucky    | 180,602              | 40,343         |
| N. Carolina | 334,807              | 133,296        |
| S. Carolina | 199,340              | 146,151        |
| Georgia     | 102,989              | 59,699         |
| Tennessee   | 92,018               | 13,584         |
|             | <hr/>                | <hr/>          |
|             | 1,744,267            | 852,699        |



From this table it appears, that the free people outnumber the slaves above two to one, and we cannot suppose that ever the *proportion* on the side of the slaves will be greater than it is now, more especially when we consider that all importation has ceased. Hence the mere *physical strength* is above two to one on the side of the white people, and those who possess any degree of intelligence among the negroes, are fully aware of this, and must know that any attempt at insurrection would end in their own destruction. It is only by men of intelligence among them, heading an insurrection, that they could have any chance at all.

But, in the next place, *the whole artificial strength* of the country is in the hands of the white people; and when we consider that a single despot, at the head of a band of armed men, comparatively few, can rule a whole country with a rod of iron, we can calculate what effect an attempt on the part of one third of a nation, in a state of slavery, without arms, without ammunition, without education, or the power of holding conversation with one another by writing; we can calculate what effect an attempt on their part would have to destroy the other two thirds, who have every advantage that the others want.

It has been supposed that the slaves could organize a plan to assassinate the white people, and to perform the whole in one night. The thing is impossible. No plan of this kind can be organized, on a large scale, without detection; and the power to organize such a plan, by the slaves in these states, is so limited, as hardly to merit notice. Besides all this, there is probably hardly a family in the United States, where there is not one or more of the slaves attached to them, from some personal consideration.



The women, in particular, are a great many of them employed in the capacity of domestic servants, and some of them are as much the confidence of their mistresses as ladies' maids are in England; others have nursed the children; and the whole have less or more associated with the white children when young. These are all so many ties of affection, which but a small majority among the negroes, I believe, would be willing to break, in order to organize rebellion; and it will be perceived that a single discovery, by one slave, leads to the detection of a whole plot.

But, indeed, it appears to me that the blacks are in general a good-natured, well-disposed, peaceable people, and nothing but ill usage so extreme as to drive them to a state of desperation, could ever bring about any general plan for the assassination of the white people. There may be particular local circumstances of revolt; but none is ever to be apprehended of a nature sufficient to endanger the safety of the southern states, or any one individual state.

Having travelled 30 miles, through a pretty pleasant country, I arrived in the evening at Washington, which is a pleasant little town, containing about 100 houses; and the fields in its neighbourhood are in a high state of cultivation.

April 17th. I left Washington at day-light, and at ten reached Ray's mills, a handsome settlement on a considerable stream of water. Having some little business to transact here, I stopped all day. The people in the house where I lodged had a very extensive manufactory of homespun; and they were all substantially clad in cotton cloth, of their own manufacture, some of it elegant.

On the 18th I travelled 16 miles, through a pretty good country, to Columbia Court-House, a small place, handsomely situated, 22 miles west from Augusta.



On the 19th, I travelled through a country nearly similar to that I passed through the day before ; towards Augusta the soil is good, and the country improves in appearance, being in a high state of cultivation. I reached Augusta at 12 o'clock, and being a place I always admired, I stopt here some days.

One of my first calls was on my old friend the Major, with whom I travelled from New York to Boston, four years before ; and we spent a few hours together, in which we recounted our adventures on Long Island sound. The gentleman with whom I lodged having a taste for natural philosophy, chemistry, and mechanics, I had always a rich intellectual feast on my return to my lodgings.

I left Augusta on the 26th for Richmond springs, where I saw my old friend the poet and his sable mistress, with whom I lodged two days, and then passed over to Waynesborough, where being hospitably entertained a few days by some very respectable planters in that neighbourhood, I set out for Savannah on the 3d of May, in company with two very agreeable friends, and arrived on the 5th at noon.

During this journey to the upper country, I made every inquiry that I could regarding the state of its commercial concerns, and I was satisfied that it had undergone a great revolution since I was in the country before. The staple commodity of the state is cotton, and it had so fallen in value, as to cut off upwards of one third of the income of the country. It followed that the inhabitants must curtail their expenditure in proportion. I accordingly found that all the people in the interior of the country, were clothed in homespun. In almost every family a cotton manufactory was to be seen, and in some instances they had in-



roduced spinning, upon a pretty large scale, by jennies. At a parade of the militia, at Augusta, I was told, that out of 500 men, only two were to be found who had a single article of British manufactures about them. It had become fashionable every where to wear homespun, and from the very substantial stuff the people were making, and the agreeable employment it afforded to the young women of the country, I was convinced that this trade would encrease probably to nearly the total exclusion of British goods from the state. This was far from being flattering to me; and the commission business, in which we had embarked, was much affected by the low price of cotton, and the general dull state of trade. Having therefore very little to do, I confided the business to the management of my partner, and set out for the northern states, by way of Charleston.



## CHAPTER LVIII.

*Charleston,—New York,—Philadelphia,—Staten Island.*

ON the 9th of June I left Savannah, with my old friend, captain Cooper, in the *Delight*. The weather was exceedingly sultry, and we had a light southerly breeze down the river, but we were favoured by the tide, and got to sea before dark, when a fine breeze sprung up, and we reached Charleston light-house by day-light. At 8 o'clock, we landed in the city.

Here I was invited to lodge with a friend, which was a fortunate circumstance, for I had been but a short time in the city when I was seized with a fever; but, by timely attention and good nursing, I got clear of it in the course of a few days.

During my stay here, I went to see Sullivan's Island. In our way we passed the fortifications, where considerable repairs and alterations had taken place; and it was presumed the harbour was now in a very respectable state of defence. Sullivan's Island is an excellent summer retreat, and is open on all sides to the sea breeze, so that it is entirely free from every vestige of marsh or putrid effluvia, and consequently from all epidemical sickness.

On Sunday, the 17th June, I went on board the *Eliza*, captain Leslie, for New York. This was a very handsome vessel, remarkably well found in every respect, and she was, on this occasion, crowded with passengers, having no



less than 24. On crossing the bar, we put to sea with a north-east wind, which sent us a considerable way to the south of our course ; and after being beat about with head winds for several days, we took a heavy gale from the south-east, which nearly put us ashore on Cape Look-out shoals. The gale subsided, but we had still head winds until the 26th, when, near Cape Hatteras, we took a fair wind, which carried us into New York on the 30th.

Nothing material occurred in this city until the 4th of July, when the anniversary of independence was celebrated with great splendor, and was equally attended to by both the political parties. The federal procession consisted principally of the Washington and Hamilton Societies, in number 700 or 800 ; that of the republicans was composed of the Tammany Society, Manhattan Society, and the different trades' societies in the city. The processions were conducted respectively to different churches, where, after prayer, the declaration of independence was read, and an oration delivered ; accompanied with several pieces of appropriate vocal and instrumental music.

An outward display of great festivity was exhibited all over the city, by firing guns, ringing bells, with military and other processions ; and the evening was spent generally in a social manner, by different societies and private circles. In every party, they had a regular series of 17 toasts, one for each state, and a number of volunteer toasts from the company. These toasts were very sentimental, and may be considered as a very good barometer for discovering the particular political opinions of the party.

Having no particular business in the city, I went to live a few weeks on Long Island, which is a delightful summer residence. During this time, I took a jaunt as far as



Jamaica, a pretty little village, 12 miles to the eastward of New York, and by the finest road I had yet seen in America. The settlements by the way are very handsome, and some of the buildings are elegant. A number of very respectable inhabitants, some of whom are merchants of New York, reside in Jamaica; and it has a seminary for education, esteemed one of the best in the state. The country round is very pleasant, and to the north is a ridge of hills, from whence there is a very fine view of the adjacent country, and a considerable distance out at sea. Having spent a day at this place, I returned in the evening by Newtown, a pleasant little village, near East river. In the whole circuit, I found the sides of the road clad with fruit-trees, and the crops of fruit very abundant.

About this time I fell in with a gentleman from Scotland, who was in expectation of a considerable quantity of goods in the fall, and we agreed to transact business together during that season, with a view of a more permanent connexion, if the trade continued open. Having, previous to this, determined to remain in America, I had written for my family, and expected them early in the fall; and, in order to receive them, I took lodgings at the quarantine ground, on Staten Island; and having stationed my son in our new lodgings, I accompanied two of my New York friends to Philadelphia.

We travelled by the mail stage, and were determined to be merry. One of our members, being *a limb of the law*, made some very animated dissertations, legal, logical, and critical; but in the course of one of these, a certain protuberance on his face, called a nose, happened to come suddenly in contact with his neighbour's elbow, which produced an argument so solid, that it put an end to his



spouting fit, and made him repent the violence of his gestures in "*tears of blood.*" This gave our amusements a new turn, and vocal music succeeded. We had a number of excellent songs, to the great entertainment of a young Englishman, of our company, who, at the close of each, would exclaim,

"A very good song, and very well sung,  
Merry companions every one."

Our Englishman, who was a *fresh importation* from Manchester, entertained us with a long consequential story about the great demand for *Henglish* manufactures at *ome*. "The *ome* trade," says he, "is so brisk, that *hour ands hare* not *hable* to bring the goods so fast forward *has* they *hare* wanted, *hand* we don't care a fig for the *Hamerican* trade."—*Fudge!*

In the course of our journey, we encountered a stage full of people, some of whom, we were informed, had been at a *camp meeting*; and a *preacher* from New York, who had some time before been interdicted by the corporation from disturbing the peace of that city by his *eccentricities*, sat in the front of the carriage. A good many witticisms were passed on this circumstance, and on the nature of *camp meetings*, and the facility with which *odd jobs* could be transacted at them, by certain members of the community; which occasioned a good deal of laughter in our stage. This called the preacher into action. "There will be no laughter in hell," says he. "How the d—l do you know that?" said one of the company. "Were you ever there? You fellows seem to make as free with the order and economy of *his Sooty Darkness's* dominions, as if you were partners in the concern; and truly, from the *rigs*



which are carried on at your camp meetings and other places, it would appear that you are connected in trade with the old boy, if not directly as partners, at least as agents." He was proceeding to ask what commission they had for managing such business, when the stage drove on, and we left the "eccentric preacher" muttering something to himself which we did not distinctly hear.

Before we arrived at Princeton, our lawyer was so overcome by exertion, that he fell asleep in the carriage; and so fast had Morpheus locked up his faculties, that we could not rouse him to supper; and even after supper he continued his nap in the carriage. But in one of his nodding fits he had pitched his hat, "a special new one," *overboard*; and when he awoke near Trenton, he made this known to the company, with lamentations at his hard fate. There is a certain roguishness in mankind, which impels them to laugh at their neighbours' misfortunes, when they are of a trivial nature, and attended by ludicrous circumstances. We answered our friend's observations by a loud laugh; in which none joined more heartily than the gentleman whose elbow had unfortunately given him the bloody nose. But he indulged his mirth without adverting to the state of his own pericranium; putting up his hand, he felt it was bare, and exclaimed, that he had lost his hat too. This gave the company a fresh cause for indulging their mirth, and made the lawyer in part reconciled to his loss. On our arrival at Philadelphia, the two gentlemen marched away very lovingly together, to purchase new hats, so what was loss to them, was gain to the hat-makers. "It's an ill wind that blows nobody good."

Having remained a few days in Philadelphia, I returned by the steam-boat, and as I had no business to transact in



New York till the fall goods would arrive, I landed at Staten Island, which I found to be a most agreeable place in the summer season. The quarantine ground is handsomely situated, on the east side of the island, on a small bay, about a mile and a half above the narrows. The land here rises boldly from the shore, and is perfectly healthy. A considerable piece of ground is enclosed for the health offices; and the health officer, and his assistant, reside within the enclosure. Contiguous to it an officer of the customs resides; and in the neighbourhood are a number of respectable families. Mr. Lang, formerly mentioned, and his family reside here in the summer season. There was, upon the whole, a very social circle at this place, embellished by a number of handsome young ladies, and we had many agreeable parties. Our society was often augmented by visitors from New York, and strangers arriving at the quarantine ground; so that the variety of sentiment among us, religious and political, was in proportion to our numbers; but it never interfered with our social harmony. Religion and politics are two of the most important concerns of mankind;—the one embracing his interests now, the other hereafter; and in proportion as people feel a lively interest in both, they will become the topics of conversation. “Out of the abundance of the heart the mouth speaketh.” But they are subjects which admit of a great variety of sentiment, and on which mankind will never think alike. Hence it is of importance that they be discussed temperately, and with deference to the feelings of each other. One of the most important circumstances in discussing them, is to avoid all personal abuse, more especially of public characters. In a popular government, no man can be appointed to a public station,



without having the voice of a majority in his favour, real or implied. To call him names, therefore, and to load him with all manner of reproaches, is just to abuse, at second hand, those who have appointed him, of whom your political antagonist may be one. It is often so viewed, and anger and strife ensue; and thus, a discussion that, properly managed, might be conducive to promote knowledge and information, becomes often the means of raising the whirlwind of passion, and of destroying the peace of society.



## CHAPTER LIX.

*New York,—Commercial views.*

THE expected goods arrived early in the fall, and in greater quantity than was at first calculated on, and there was a very good fall trade, so that I was pretty busily employed in New York, till the month of November, when I was delighted by the safe arrival of my family. I was now most anxious to settle in New York, in a mercantile capacity, and there seemed to be a considerable probability that I would be able to accomplish that object. The negotiations between America and Britain were continued, and had been so long protracted, that I was inclined to think all interruptions would be done away. Indeed the American government had placed her foreign relations on a footing by which the English ministry could get an ascendancy over France on terms so easy, that, shaken as my confidence in them was, I could not imagine but that they would embrace it. America had opened her trade to *both belligerents*, accompanied by a declaration, that on any one of them withdrawing their unjust edicts, so far as they interfered with her neutrality, she would immediately enforce the non-intercourse act against the other. Both parties had expressed the utmost good-will towards America, and asserted that their edicts were only meant to annoy the trade of each other; alleging that America could not reasonably complain that it *accidentally* interfered with her trade, as she



had not set up the proper resistance. It was impossible that America could set up a resistance to *both*, in any other way than by withdrawing from the ocean altogether, which was a resistance that might be made, and had been made for a time; but it could not be endured for ever. It was a sacrifice without an object; she could in that case have *no trade*. She therefore came to the resolution of resisting any one of them, on getting the freedom of the seas restored, as far as it had been obstructed by the other. How eagerly then would a wise ministry have seized this opportunity of cultivating the friendship of a great and growing nation, whose trade is of such importance to Britain; and of putting their deadly enemy in the wrong in the face of the whole world! But the sincerity of the British ministry was now brought to the test, and Bonaparte, as usual, triumphed over them and the nation. The French minister, Champagny, intimated to the American minister at Paris, that the decrees were withdrawn, in these terms: "The decrees of Berlin and Milan are revoked, and they will cease to be in force from the 1st of November next, it being understood that, in consequence of this declaration, the English shall, as they have declared they would, revoke their orders in council, and renounce the principles of blockade which they have attempted to establish, or that the United States, *conformably to the act of congress you have just communicated*, shall cause their rights to be respected by the English."

This was officially announced by the president's proclamation of the 2d of November; and, no corresponding act having taken place in England, the non-intercourse act was put in force against that country; and thus again were my commercial arrangements defeated.



In the mean time I had kept up an intercourse with my partner in Savannah, and from a supposition that some business might be done between that port and New York, we tried the experiment by a small shipment from each ; but they were both unsuccessful, and I was satisfied that while the restrictions were continued, no beneficial trade could be carried on, at least by us, between these two ports. Indeed I was tired of the Savannah trade altogether, and anxiously wished for an opportunity to get entirely clear of it.

But matters did not yet appear entirely hopeless with England. The president stated in his message to congress, that, "To a communication from our minister at London of the revocation of the Berlin and Milan decrees, it was answered, that *the British system would be relinquished as soon as the repeal of the French decrees should have actually taken effect*, and the commerce of neutral nations have been restored to the condition in which it stood previously to the promulgation of those decrees. This pledge, although it does not necessarily import, does not exclude the intention of relinquishing along with the orders in council, the practice of those novel blockades, which have a like effect of interrupting our foreign commerce. And this further justice to the United States *is the rather to be looked for*, inasmuch as the blockade in question, being not more contrary to the established law of nations, than inconsistent with the rules of trade, recognised by Great Britain herself, could have no legal basis, other than the plea of retaliation alleged as the basis of the orders in council."

It was stated in a subsequent part of the message, indeed, that, "On the other important subjects depending between the United States and that government, no progress has been made *from which an early and satisfactory result*



*could be relied on;*” yet I considered there was still a probability of the trade being opened. I thought the ministry would not surely be so mad, as to persevere in a system which went to preclude the valuable manufactures of the country from a market to the extent of ten or twelve millions sterling annually; and I went on making my arrangements to act as an agent for some British manufacturers, in which I had a prospect of excellent connexions.

In following up my plan relative to this branch, I was naturally led to inquire into the state of the internal manufactures of the country, and I was astonished to observe the rapid progress which they had made in the course of a few years, and the great extent to which they had risen.

By the secretary of the treasury’s report, which was only in part, it appeared, that “the following manufactures are carried on to an extent which may be considered adequate to the supply of the United States.

Wooden articles of every kind.

Leather, and articles of leather.

Soap, and tallow candles.

Spermaceti oil and candles.

Flaxseed oil.

Refined sugar.

Coarse earthen ware.

Snuff, chocolate, hair-powder, and mustard.

“The following branches are firmly established, supplying the greater part of the consumption of the United States.

Iron, and articles of iron.

Cotton, wool, flax, and hemp.

Hats and straw bonnets.

Paper, printing types, printed books, playing cards.

Spirituous and malt liquors.



Wax candles.

“Progress has been made in the following branches.

Paints and colours.

Chemical preparations, and medicinal drugs.

Salt.

Copper and brass.

Japanned and plated ware.

Queen's and other earthen ware.

Glass ware, &c. &c.

“Many other articles, on which no information has been received, are undoubtedly omitted.”

The report goes on to state the outlines of the information received on the respective branches, all of which is exceedingly important; but I shall only make a few extracts, relative to some of the most prominent articles.

“*Cotton, Wool, and Flax.*”

“The first *cotton mill* was erected in the state of Rhode Island, in the year 1791, another in the same state, in the year 1795; and two more in the state of Massachusetts, in the years 1803 and 1804. During the three succeeding years, ten more were erected in Rhode Island, and one in Connecticut, making altogether 15 mills, erected before the year 1808, working at that time about 8000 spindles, and producing about 300,000 lbs. of yarn a year.

“Returns have been received of 87 mills, which were erected at the end of the year 1809; 62 of which (48 water and 14 horse mills) were in operation, and worked at that time 31,000 spindles. The other 25 will be all in operation in the course of this year, and together with the former ones (all of which are increasing their machinery),



will, by the estimate received, work more than 80,000 spindles at the commencement of the year 1811.

“ The capital required to carry on the manufacture on the best terms is estimated at the rate of 100 dollars per spindle ; but it is believed, that no more than at the rate of 60 dollars is generally employed. Each spindle produces annually about 36 pounds of yarn from 45 lbs. of cotton ; and the value of the yarn may be averaged as worth 1 dollar  $12\frac{1}{2}$  cents per lb. Eight hundred spindles employ 40 persons, viz. 5 men, 35 women and children.

“ The increase of carding and spinning cotton by machinery, in establishments for that purpose, exclusively of that done in private families, has been *fourfold* during the last two years, and *tenfold in three years*. Thirty-six of these mills, working 20,406 spindles, are situated within 30 miles of Providence. The remainder are scattered all over the country.

“ Hosiery may be considered as almost exclusively a household manufacture. That of Germantown has declined, and it does not appear to have been attempted on a large scale in other places. There are, however, some exceptions ; and it is stated, that the island of Martha's Vineyard exports annually 9000 pair of stockings.

“ But by far the greater part of the goods made of cotton, flax, and wool are manufactured in private families, mostly for their own use, and partly for sale. They consist principally of coarse cloth, flannel, cotton stuffs, and stripes of every description, linen, and mixtures of wool with flax and cotton. The information received from every state, and from more than 60 different places, concurs in establishing the fact of an extraordinary increase during the last two years, and in rendering it probable,



that about two-thirds of the clothing, and house and table linen of the inhabitants of the United States, who do not reside in sea-ports, is made in this way.

“In the eastern and middle states, carding machines, worked by water, are everywhere established, and they are rapidly extending southwardly and westwardly. Jennies, other family spinning machines, and flying shuttles, are also introduced in many places; and as many fulling mills are erected as are required for finishing all the cloth that is wove in private families.

“The value of the goods made of cotton, wool, and flax, which are annually manufactured in the United States, is calculated to exceed 40,000,000 dollars.

“The manufacture of cards and wire is intimately connected with this part of the subject. Whitemore’s machine for making cards has completely excluded foreign importations of that article, but the wire is altogether imported. It appears, however, that the manufacture of it may and would be immediately established, so as to supply the demand both for cards and other objects, provided the same duty was imposed on wire (now imported duty free) which is laid on other articles of the same material.

“*Earthen and Glass-ware.*”

“A sufficient quantity of the coarser species of pottery is made everywhere; and information has been received of four manufactories of a finer kind lately established. One at Philadelphia, with a capital of 11,000 dollars, manufactures a species similar to that made in Staffordshire, in England; and the others in Chester county, in Penn-



sylvania, in New Jersey, and on the Ohio, make various kinds of queens-ware.

“ Information has been obtained of 10 glass manufactories, which employ about 140 glass-blowers, and make annually 27,000 boxes of window glass, containing each 100 square feet of glass. Some of these manufactories make also green bottles and other wares; and two works, employing together 6 glass-blowers, have been lately erected at Pittsburg, and make decanters, tumblers, and every other description of flint glass of a superior quality.

*“ It is inferred, that the annual product of the American manufactures exceeds 120,000,000 dollars; and it is not improbable that the raw material used, and the provisions and other articles consumed by the manufacturers, creates a home market for agricultural products not very inferior to that which arises from foreign demand.*

“ The most prominent of the causes which have hitherto impeded the progress of manufactures have been the abundance of land, compared with the population, the high price of labour, and the want of capital. The superior attractions of agricultural pursuits, the great extension of American commerce, during the late European wars, and the continuance of habits after the causes which produced them have ceased to exist, may also be enumerated. Several of these obstacles have, however, been removed or lessened. The cheapness of provisions had always, to a certain extent, counterbalanced the high price of manual labour; and this is now, in many important branches, nearly superseded by the introduction of machinery. A great American capital has been acquired during the last twenty years; and the injurious violation of the neutral commerce of the United States, by forcing industry and



*capital into other channels, have broken inveterate habits, and given a general impulse, to which must be ascribed the great encrease of manufactures during the two last years."*

It would be tedious to enumerate the twentieth part of the information, which came under my observation in corroboration of this report; I shall, therefore, only condescend upon one single circumstance, which shows at one glance the great progress of manufactures, and how little the subject may be known by those who live in the sea-ports. In the county of New York, comprehending the whole island, there were, in 1810, only *three* looms; the number in the state was 33,068; and the general summary of the manufactures, in the state, was as follows:

|                                 |        |                         |           | Value.       |
|---------------------------------|--------|-------------------------|-----------|--------------|
| Looms                           | 33,068 | yards cloth             | 9,099,703 | \$ 5,002,891 |
| Tan works                       | 867    | leather                 |           | 1,299,542    |
| Distilleries                    | 591    | spirits                 |           | 1,685,794    |
| Breweries                       | 42     | beer                    |           | 340,765      |
| Fulling mills                   | 427    | enhanced value of cloth |           | 679,126      |
| Paper mills                     | 28     | paper                   |           | 233,268      |
| Hat factories                   | 124    | hats                    |           | 249,035      |
| Glass works                     | 6      | glass (besides bottles) |           | 716,800      |
| Powder mills                    | 2      | powder                  |           | 10,040       |
| Rope walks                      | 18     | ropes                   |           | 538,000      |
| Sugar houses                    | 10     | sugar                   |           | 420,706      |
| Oil mills                       | 28     | oil                     |           | 49,283       |
| Blast furnaces                  | 11     | iron wares              |           | 205,300      |
| Air furnaces                    | 10     | do.                     |           | 156,720      |
| Cut-nail factories              | 44     | nails                   |           | 276,932      |
| Forges                          | 48     | iron                    |           | 185,240      |
| Trip hammers                    | 49     | do.                     |           | 40,000       |
| Rolling and slit-<br>ting mills | } 1    | do.                     |           | 33,120       |



|                          |                 |                               |         |
|--------------------------|-----------------|-------------------------------|---------|
| Carding machines         | 413             | (value in cloth stated above) |         |
| Cotton factories         | 26              | (value not ascertained)       |         |
| Woollen factories        |                 | (ditto)                       |         |
| Salt                     | 525,000 bushels |                               | 147,000 |
| Silk                     | 2,240 skeins    |                               |         |
| Articles in State Prison |                 |                               | 60,000  |

The whole manufactures may be estimated above 17 millions of dollars, exclusive of flour, ashes, maple sugar, cyder, &c.

The aggregate of the manufactures of Pennsylvania, I found to exceed 28 millions of dollars; and they appeared everywhere to be approaching nearly to a supply of the internal demand, while those of Rhode Island exceeded it, and afforded a great surplus for exportation.

From these and several other circumstances which came under my review, I was led to believe that the trade to Britain, on which I had fixed my dependence, would be now so much curtailed, that it would be precarious: but I had been long in it; my habits were formed to it; and I was unwilling to relinquish it, while there was *a ray of hope left*.

At last that ray of hope was dissipated. The prince of Wales was appointed regent; but no new ministry was formed, nor any measure adopted to restore harmony between the two countries:—"I therefore calculated that internal manufactures and commerce would, in all probability, be substituted for foreign commerce," and I resolved to shape my course accordingly.



|                                                                                                                                                                                                                                                                                                                                                                                |        |                                                                        |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|------------------------------------------------------------------------|
| Carriage machines                                                                                                                                                                                                                                                                                                                                                              | 413    | (value in cloth stated above)                                          |
| Cotton factories                                                                                                                                                                                                                                                                                                                                                               | 26     | (value not ascertained)                                                |
| Woolen factories                                                                                                                                                                                                                                                                                                                                                               |        | (ditto)                                                                |
| Silk                                                                                                                                                                                                                                                                                                                                                                           | 2,340  | skins                                                                  |
| Articles in State Prison                                                                                                                                                                                                                                                                                                                                                       | 60,000 |                                                                        |
| The whole manufactures may be estimated above 17                                                                                                                                                                                                                                                                                                                               |        | millions of dollars exclusive of flour, sugar, maple sugar, cider, &c. |
| The aggregate of the manufactures of Pennsylvania found to exceed 28 millions of dollars; and they appear ed everywhere to be approaching nearly to a supply of the internal demand, while those of Rhode Island exceeded it and afforded a great surplus for exportation.                                                                                                     |        |                                                                        |
| From these and several other circumstances which came under my review, I was led to believe that the trade to Britain, on which I had fixed my dependence, would be now so much curtailed, that it would be precarious; but I had been long in it: my habits were formed to it; and I was unwilling to relinquish it, while there was a ray of                                 |        |                                                                        |
| hope. At last that ray of hope was dissipated. The prince of Wales was appointed regent; but no new ministry was formed; nor any measure adopted to restore harmony between the two countries:—"I therefore calculated that external manufactures and commerce would, in all probability, be substituted for foreign commerce," and I resolved to shape my course accordingly. |        |                                                                        |
| At present                                                                                                                                                                                                                                                                                                                                                                     | 10     |                                                                        |
| Cotton factories                                                                                                                                                                                                                                                                                                                                                               | 44     |                                                                        |
| Forges                                                                                                                                                                                                                                                                                                                                                                         | 44     |                                                                        |
| Trip hammers                                                                                                                                                                                                                                                                                                                                                                   | 44     |                                                                        |
| Rolling and slitting mills                                                                                                                                                                                                                                                                                                                                                     | 1      |                                                                        |
|                                                                                                                                                                                                                                                                                                                                                                                |        | 276,932                                                                |
|                                                                                                                                                                                                                                                                                                                                                                                |        | 44,581                                                                 |
|                                                                                                                                                                                                                                                                                                                                                                                |        | 600,000                                                                |
|                                                                                                                                                                                                                                                                                                                                                                                |        | 33,120                                                                 |



## APPENDIX.

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## APPENDIX

### Part I.

## APPENDIX



## APPENDIX.

### No. I.

*Of the Cause of the Yellow Fever; and the means of preventing it in places not yet infected with it: addressed to the Board of Health in America. By THOMAS PAINE.*

A GREAT deal has been written respecting the yellow fever. First, with respect to its causes, whether domestic or imported. Secondly, on the mode of treating it.

What I am going to suggest in this essay is, to ascertain some point to begin at, in order to arrive at the cause, and, for this purpose, some preliminary observations are necessary.

The yellow fever always begins in the lowest part of a populous mercantile town, near the water, and continues there, without affecting the higher parts. The sphere, or circuit it acts in, is small, and it rages most where large quantities of new ground have been made, by banking out the river, for the purpose of making wharves. The appearance and prevalence of the yellow fever in these places, being those where vessels arrive from the West Indies, has caused the belief, that the yellow fever was imported from thence. But here are two cases acting in the same place: the one, the condition of the ground at the wharves, which, being new made on the muddy and filthy bottom of the river, is different from the natural condition of the ground in the higher parts of the city, and consequently subject to produce a different kind of effluvia or vapour; the other case is the arrival of vessels from the West Indies.



In the state of Jersey, neither of these cases has taken place; no shipping arrive there, and consequently there has been no embankment for the purpose of wharves, and the yellow fever has never broke out in Jersey. This, however, does not decide the point, as to the immediate cause of the fever; but it shows that this species of fever is not common to the country in its natural state; and I believe the same was the case in the West Indies, before embankments began, for the purpose of making wharves, which always alter the natural condition of the ground. No old history, that I know of, mentions such a disorder as the yellow fever.

A person seized with the yellow fever in an affected part of the town, and brought into the healthy part, or into the country and among healthy persons, does not communicate it to the neighbourhood, or to those immediately around him. Why, then, are we to suppose it can be brought from the West Indies, a distance of more than a thousand miles, since we see it cannot be carried from one town to another, nor from one part of a town to another, at home? Is it in the air? This question on the case requires a minute examination. In the first place, the difference between air and wind is the same as between a stream of water, and a standing water. A stream of water is water in motion, and wind is air in motion. In a gentle breeze, the whole body of air, as far as the breeze extends, moves at the rate of seven or eight miles an hour; in a high wind, at the rate of seventy, eighty, or a hundred miles an hour. When we see the shadow of a cloud gliding on the surface of the ground, we see the rate at which the air moves, and it must be a good trotting horse that can keep pace with the shadow, even in a gentle breeze; consequently, a body of air that is in and over any place of the same extent as the affected part of a city may be, will, in the space of an hour, even at the moderate rate I speak of, be moved seven or eight miles to leeward, and its place, in and over the city, will be supplied by a new body of air coming from a healthy part seven or eight miles distant the contrary way, and then on in continual succession. The disorder, therefore, is not



in the air considered in its natural state, and never stationary.— This leads to another consideration of the case.

An impure effluvia, arising from some cause in the ground, in the manner that fermenting liquors produce an effluvia near its surface that is fatal to life, will become mixed with the air contiguous to it, and as fast as that body of air moves off, it will impregnate every succeeding body of air, however pure it may be when it arrives at the place.

The result from this state of the case is, that the impure air, or vapour, that generates the yellow fever issues from the earth, that is, from the new made earth, or ground raised on the muddy and filthy bottom of the river, and which impregnates every fresh body of air that comes over the place, in like manner as air becomes heated when it approaches or passes over the fire, or becomes offensive in smell when it approaches or passes over a body of corrupt vegetable or animal matter in a state of putrefaction.

The muddy bottom of rivers contains great quantities of impure, and often inflammable air (carburetted hydrogen gas), injurious to life; and which remains entangled in the mud till let loose from thence by some accident. This air is produced by the dissolution and decomposition of any combustible matter falling into the water, and sinking into the mud, of which the following circumstance will serve to give some explanation.

In the fall of the year that New York was evacuated (1783), general Washington had his head-quarters at Mrs. Berrian's, at Rocky-Hill, in Jersey, and I was there. The congress then sat at Princeton. We had several times been told, that the river or creek that runs near the bottom of Rocky-Hill, and over which there is a mill, might be set on fire, for that was the term the country people used, and as general Washington had a mind to try the experiment, general Lincoln, who was also there, undertook to make preparation for it against the next evening, November 5th. This was to be done, as we were told, by disturbing the mud at the bottom of the river, and holding something in a blaze, as paper or straw, a little above the surface of the water.



Colonels Humphries and Cob were at that time aid-de-camps of general Washington, and those two gentlemen and myself got into an argument respecting the cause. Their opinion was, that, on disturbing the bottom of the river, some bituminous matter arose to the surface, which took fire when the light was put to it. I, on the contrary, supposed that a quantity of inflammable air was let loose, which ascended through the water, and took fire above the surface. Each party held to his opinion, and the next evening the experiment was to be made.

A scow had been stationed in the mill-dam, and general Washington, general Lincoln, and myself, and I believe colonel Cob (for colonel Humphries was sick), and three or four soldiers with poles, were put on board the scow. General Washington placed himself at one end of the scow, and I at the other. Each of us had a roll of cartridge paper, which we lighted and held over the water, about two or three inches from the surface, when the soldiers began disturbing the bottom of the river with the poles.

As general Washington sat at one end of the scow, and I at the other, I could see better any thing that might happen from his light, than I could from my own, over which I was nearly perpendicular. When the mud at the bottom was disturbed by the poles, the air-bubbles rose fast, and I saw the fire take from general Washington's light, and descend from thence to the surface of the water, in a similar manner as when a lighted candle is held so as to touch the smoke of a candle just blown out, the smoke will take fire, and the fire will descend and light up the candle. This was demonstrative evidence, that what was called setting the river on fire, was setting the inflammable air on fire that arose out of the mud.

I mentioned this experiment to Mr. Rittenhouse, of Philadelphia, the next time I went to that city, and our opinion on the case was, that the air or vapour that issued from any combustible matter (vegetable or otherwise) that underwent a dissolution and decomposition of its parts, either by fire or water in a confined place,



so as not to blaze, would be inflammable, and would become flame whenever it came in contact with flame.

In order to determine if this was the case, we filled up the breach of a gun barrel about five or six inches with saw-dust, and the upper part with dry sand to the top, and, after spiking up the touch-hole, put the breach into a smith's furnace, and kept it red hot, so as to consume the saw-dust; the sand, of consequence, would prevent any blaze. We applied a lighted candle to the mouth of the barrel; as the first vapour that flew off would be humid, it extinguished the candle; but, after applying the candle three or four times, the vapour that issued out began to flash. We then tied a bladder over the mouth of the barrel, which the vapour soon filled, and then, tying a string round the neck of the bladder, above the muzzle, took the bladder off.

As we could not conveniently make experiments upon the vapour while it was in the bladder, the next operation was, to get it into a phial; for this purpose, we took a phial of about three or four ounces, filled it with water, put a cork slightly into it, and, introducing it into the neck of the bladder, worked the cork out, by getting hold of it through the bladder, into which the water then emptied itself, and the air in the bladder ascended into the phial; we then put the cork into the phial, and took it from the bladder. It was now in a convenient condition for experiment.

We put a lighted match into the phial, and the air or vapour in it blazed up in the manner of a chimney on fire. We extinguished it two or three times, by stopping the mouth of the phial; and putting the lighted match to it again, it repeatedly took fire, till the vapour was spent, and the phial became filled with atmospheric air.

These two experiments, that, in which some combustible substance (branches and leaves of trees) had been decomposed by water, in the mud; and this, where the decomposition had been produced by fire, without blazing, show, that a species of air injurious to life, when taken into the lungs, may be generated from substances which in themselves are harmless.



It is by means similar to these, that charcoal, which is made by fire without blazing, emits a vapour destructive to life. I now come to apply these cases, and the reasoning deduced therefrom, to account for the cause of the yellow fever\*.

First:—The yellow fever is not a disorder produced by the climate naturally, or it would always have been here in the hot months. The climate is the same now as it was fifty or a hundred years ago. There was no yellow fever then, and it is only within the last twelve years, that such a disorder has been known in America.

Secondly:—The low grounds on the shores of the rivers, at the cities, where the yellow fever is annually generated, and continues about 3 months without spreading, were not subject to that disorder in their natural state, or the Indians would have forsaken them; whereas, they were the parts most frequented by the Indians in all seasons of the year, on account of fishing. The result from these cases is, that the yellow fever is produced by some new circumstance not common to the country in its natural state, and the question is, what is that new circumstance?

It may be said, that every thing done by the white people, since their settlement in the country, such as building towns, clearing lands, levelling hills, and filling up valleys, is a new circumstance; but the yellow fever does not accompany any of these new circumstances. No alteration made on the dry land produces the yellow fever: we must, therefore, look to some other new circumstances; and we come now to those that have taken place between wet and dry, between land and water.

The shores of the rivers at New York, and also at Philadelphia, have, on account of the vast increase of commerce, and for the sake of making wharves, undergone great and rapid alterations from their natural state, within a few years; and it is only in such

\* The author does not mean to infer, that the inflammable air, or carburetted hydrogen gas, is the cause of the yellow fever; but that perhaps it enters into some combination with miasm generated in low grounds, which produces the disease.



parts of the shores, where those alterations have taken place, that the yellow fever has been produced. The parts where little or no alteration has been made, either on the East or North River, and which continue in their natural state, or nearly so, do not produce the yellow fever. The fact, therefore, points to the cause.

Besides several new streets gained from the river by embankment, there are upwards of eighty new wharves made since the war, and the much greater part within the last ten or twelve years: the consequence of which has been, that great quantities of filth, or combustible matter, deposited in the muddy bottom of the river contiguous to the shore, and which produced no ill effect while exposed to the air, and washed twice every twenty-four hours by the tide water, have been covered over several feet deep with new earth, and pent up, and the tide excluded. It is in these places, and in these only, that the yellow fever is produced.

Having thus shown, from the circumstances of the case, that the cause of the yellow fever is in the place where it makes its appearance, or rather in the pernicious vapour issuing therefrom, I go to show a method of constructing wharves, where wharves are yet to be constructed, as on the shore of the East River, at Corlender's Hook, and also on the North River, that will not occasion the yellow fever, and which may also point out a method of removing it from places already infected with it. Instead, then, of embanking out the river, and raising solid wharves of earth on the mud bottom of the shore, the better method would be to construct wharves on arches, built of stone. The tide will then flow in under the arch, by which means the shore and the muddy bottom will be washed and kept clean, as if they were in their natural state without wharves.

When wharves are constructed on the shore lengthways, that is, without cutting the shore up into slips, arches can easily be turned, because arches joining each other lengthways, serve as buttments to each other; but when the shore is cut up into slips, there can be no buttments. In this case, wharves can be formed on stone pillars, or wooden piles planked over on the top. In either



of these cases, the space underneath will be a commodious shelter or harbour for small boats, which can go in and come out always, except at low water, and be secure from storms and injuries. This method, besides preventing the cause of the yellow fever, which I think it will, will render the wharves more productive than the present method, because of the space preserved within the wharf.

I offer no calculation of the expence of constructing wharves on arches or piles; but, on a general view, I believe they will not be so expensive as the present method. A very great part of the expence of making solid wharves of earth is occasioned by the carriage of materials, which will be greatly reduced by the methods here proposed, and still more so, were the arches to be constructed of cast iron blocks. I suppose that one ton of cast iron blocks would go as far in the construction of an arch as twenty tons of stone.

If, by constructing wharves in such manner that the tide water can wash the shore and bottom of the river contiguous to the shore, as they are washed in their natural condition, the yellow fever can be prevented from generating in places where wharves are yet to be constructed, it may point out a method of removing it, at least by degrees, from places already infected with it, which will be, by opening the wharves in two or three places in each, and letting the tide water pass through. The parts opened can be planked over, so as not to prevent the use of the wharf.

In taking up and treating this subject, I have considered it as belonging to natural philosophy, rather than medicinal art; and therefore I say nothing about the treatment of the disease after it takes place. I leave that part to those whose profession it is to study it.



## No. II.

*Letter to a Member of Parliament on the Orders in Council, and the American Trade.*

IN the present eventful period of our history, when a war administration seems determined, by every act of aggression and folly, to drive their country to the utmost extremity of distress, I consider it the duty of every man who loves his country, to contribute his utmost efforts to save the state. I think I cannot better use mine than by a communication to you, selecting for my subject the relations between this country and America. I prefer making this communication to a public character, because he has the power of making the best use of the facts communicated. I prefer making it to you, because you appear to me to stand on independent ground; I prefer the subject of our relations with America, because I conceive it to be of the greatest national importance, and but indifferently understood; and because, having recently been in that country, I consider myself pretty well acquainted with it.

You are, of course, sufficiently aware of the great importance of the trade between the two countries. The supply of nearly six millions of people with manufactures of every description must be an object of great consequence to a manufacturing country, and it is peculiarly beneficial to this country, from the facility with which it can be carried on. The inhabitants of America speak the same language as ourselves; they have the same manners and habits; they are in some measure governed by the same laws; and the articles they have to give in exchange are exactly such as we want.

Now, sir, it is my opinion, that this commerce can not only be carried on, but even increased to a much greater extent, unless it be interrupted by our own folly. I speak with confidence, from what I know of the people and government of the United States, that



they are so much disposed to peace, and a cultivation of their trade, that nothing but the most imperious necessity will force them to relinquish their commerce with this country, far less to enter into a state of hostility; but I am afraid that some of our late acts will drive them to the former of these cruel alternatives, and there is no saying how soon the present ministry may drive them to the latter also.

It would appear, however, that the ministry act upon no hostile *design* towards America; but it is sufficiently obvious, that they have formed a very mistaken idea of the American character; and it is no favourable omen, that their hireling writers dwell with peculiar pleasure upon every topic calculated to give an unfavourable opinion of that country, towards which they have in many instances used the language of insult. They are supported, too, by a writer, who, by a knack at making bold assertions, and of supporting them by low, bullying language, has acquired a very considerable degree of celebrity in this country, who, though a man whose *avowed* tenets of political faith hold him up to public detestation, and whose rancour against America, the cause of which is well known, subjects every thing he has to say upon that country to at least a considerable degree of suspicion; yet, having resided there, he certainly is looked up to for information. The boldness of his assertions makes them pass current with many, and it is probable his opinions have a wide spread in the country; for I have often heard very strange and inconsistent doctrines held by very well-informed people, and him quoted as the authority\*.

Now, in opposition to all that such writers have said, or can say, against the people and government of the United States, I can affirm, from actual observation, that they possess a superiority over every other people and government in many particulars; and because a review of some of them is necessary to illustrate my subject, I shall, as briefly as possible, notice a few of the most important.

\* The writer alluded to has since abjured his error, and has made ample reparation to the cause of truth and justice.



1st. THE LAWS PLACE ALL THE CITIZENS ON A FOOTING OF PERFECT EQUALITY. There are no laws of entail, or of primogeniture, to divide the people; and hence the mass of them are hardy, independent republicans, cultivators of the soil they possess. Few are so rich as to be above the necessity of labour, and few are so poor as to be in a state of dependence; fewer still live on charity. I resided in the country twelve months, and travelled through twelve of the states, comprehending a range of 1300 miles, and in all that time I never saw a beggar but once; he was from this country, and it turned out, in the sequel, that he was an impostor, and not really in want.

2d. PUBLIC EDUCATION IS CHERISHED BY THE PEOPLE AND GOVERNMENT. It will no doubt give you pleasure, that I dwell on this article. It is necessary, for the illustration of the subject, to notice the subdivision of the country. Each *state* is divided into *counties*, and many of these are subdivided into *townships* of six miles *square*, being a division somewhat similar to our parishes. In the charters of incorporation of these townships, provision is generally made for the instruction of youth, by appropriations of land and other funds, and the schools are mostly all free. Besides this, there are numerous colleges, academies, and public libraries, supported partly by the states, and partly by individuals; and these seminaries are rapidly increasing. I shall further illustrate the subject by taking the states in their order.

[Here followed an account of the state of education throughout the country; but as this has been inserted in the foregoing work, it is here omitted.]

I have dwelt long upon this subject, because I judge it of great importance, and because it is very generally believed, that, in point of education, the Americans are far behind the British.

The case is quite the reverse,—they are far before them,—I mean the mass of the people. I did not meet with a single native American, above 12 years of age, who could not both read and write, and they are in general a very intelligent people. With politics they are well acquainted, and there are more newspapers read



in America, in proportion to the inhabitants, than in any country in the world.

I shall confirm this statement by an extract from *Morse's American Geography*, article *New England*. "In New England, learning is more generally diffused among all ranks than in any other part of the globe ; arising from the excellent establishment of schools in almost every township and other smaller districts. In these schools, which are generally supported by a public tax, and under the direction of a school committee, are taught the elements of reading, writing, and arithmetic ; and in the more wealthy townships, they are beginning to introduce the higher branches, viz. grammar, geography, &c. A very valuable source of information to the people, is the newspapers, of which not less than 30,000 are printed every week in New England, and they circulate in almost every town and village in the country." In a note he adds—"According to an accurate estimate made 10 years ago, it appears that no less than 79,000 newspapers were printed weekly in the American states, which in a year would amount to 4 millions."—There is good reason to believe that the number has since nearly doubled. He goes on—"A person of mature age who cannot both read and write is rarely to be found. By means of the general establishment of schools, the extensive circulation of newspapers, and the consequent spread of learning, every township throughout the country is furnished with men capable of conducting the affairs of their town with judgment and discretion. These men are the channels of political information to the lower class of the people; *if such a class may be said to exist in New England, where every man thinks himself as good as his neighbour, and believes that all mankind OUGHT TO POSSESS EQUAL RIGHTS.*"

3d. IN RELIGIOUS MATTERS THERE IS NEITHER TOLERATION NOR INTOLERATION, BUT UNIVERSAL RIGHT OF CONSCIENCE. The constitution of the United States provides equally *against forming any religious establishment, and against any interference with the free exercise of religion.* "Religion is there placed on its proper basis, without the unwarrantable aid of the civil power,



supported alone by its own evidence, by the lives of its professors, and by the almighty care of its divine Author;" and every man may freely exercise his religious opinions, be they what they may, without at all interfering with his rights as a citizen.

4th. THE GOVERNMENT OF THE COUNTRY IS IN THE HANDS OF THE PEOPLE.—America is what is called a *Federal Republic*. Each state has a legislative and executive government to manage its internal concerns; and all the states, joined together for mutual convenience and security, form the general or federal government. It consists of the house of representatives, senate, and the president,—elected by the people,—and to them certain powers are delegated by the several states; among others the formation and regulation of all foreign relations. The federal revenue consists at present principally of a tax on imports.

From hence it will obviously appear, that the United States possess a firm government. The good education of the people enables them to form a correct opinion of their rights, and their frequent elections afford them the necessary opportunity to assert them.—There is no privileged aristocracy to corrupt them, and there are no hireling priests to mislead them. The government and the people can have no separate interest. Peace is the interest of the country, and the government will never declare war unless they have good grounds for it. At all events, any war undertaken by the United States must be sanctioned by the people, and in my opinion they reason very widely who suppose the government will rush blindly into a war without such sanction. Indeed I think I may venture to predict, that while the present form of government remains, no war will ever be undertaken by the United States but in self-defence; and if that should become necessary, it will be strong, vigorous, and efficient.

They are, however, differently represented here. We generally sum up the whole of the executive government in the person of Mr. Jefferson, and because he is not sufficiently subservient to our views, he must forsooth be under the influence of Bonaparte. It is really astonishing, by the way, to observe the amazing power



which many of our politicians ascribe to this man. They talk and reason as if no circumstance could happen on the face of the earth, in the least contrary to the designs of the *powers that be* in this country, but he must be the instigator. I can assure them, however, that Mr. Jefferson, and those who act along with him, are no more under the influence of Bonaparte than I am. Their maxim is TO CULTIVATE A GOOD UNDERSTANDING WITH ALL THE NATIONS OF THE EARTH; TO QUARREL AND TO ALLY WITH NONE.

But they will only cultivate a good understanding with other powers upon a footing of perfect equality. If they are inclined to do as they would be done by, they have a right to expect the same treatment in return. This is all that honest men can wish for; but I am afraid that our present ministry are not inclined to recognize this simple but substantial basis.

The disputes between America and this country have been of long standing; but the ground of quarrel was much enlarged, in consequence of certain spoliations on the American trade in 1805. It would be tedious to notice all the grounds of complaint; I shall therefore select one instance, singular in its nature, and extremely offensive in its operation. In the year alluded to, several of our ships of war were stationed in the mouth of the Mississippi, to intercept the Spanish vessels in the navigation of that river, to the great annoyance of the trade of New Orleans; while these very ships of war *had special orders to allow Spanish vessels to pass and repass freely to and from our own West India islands.* This, among other circumstances, led to the non-importation act. A short time after, a naval force was stationed off the entrance to New York harbour, and intercepted every thing that came in their way. But their conduct was peculiarly offensive in firing upon coasting vessels; and at length the death of Pierce, who was killed by a shot from the *Leander*, lighted up a flame throughout the whole continent. This wanton act of aggression has been palliated and frittered away by writers on this side the water; but, having examined into all the circumstances of the case, I



have no hesitation in saying, that had a similar circumstance occurred to one of our vessels, upon our own shores, ample reparation must have been made, or war would have been the inevitable consequence.

Fortunately, Mr. Pitt was by this time off the stage, and the Americans had a rational and pacific administration to deal with; who, I have no doubt, would have healed the breach long before this time, had they remained in power. I know to a certainty that the American government had confidence in them; for, in a conversation which I had with the president, in October, 1806, he expressed himself to that effect; and he observed, in particular, *that Mr. Fox was a man of the most liberal and enlightened policy, a friend to his country, and to the human race.*

But, in an evil hour for Britain, and for the world, the present ministry got into power by avowedly trampling upon the religious rights of man. They are said to be *energetic*, and they have certainly “exerted their energies” with a vengeance. They have quarrelled with nearly all Europe, and, not content with that, they seem fully determined, by the folly of their measures, to force America into a quarrel also. I pass over the foul act on the Chesapeake, because it appears to have been unauthorized, and might, taken singly, have been easily adjusted. But the late orders in council appear to me to be the most impolitic measure that ever this or any other government adopted towards a neutral and friendly power. America cannot possibly act upon the principle which these orders recognize, without surrendering her independence as a nation, and violating her neutrality; in which case, it is very obvious she would immediately have a quarrel with France and her dependencies, and *that* she will take care to avoid. Indeed, I have little doubt but one great reason for passing those hateful orders was to bring the question to that very issue—to force America into a war with France.

Still, however, I do not dread an *immediate* war with America. The ministry, impolitic as I esteem them, do not appear to have formed any hostile design against that country; but much evil



may result from their domineering, bullying spirit, before matters are adjusted; and, as they appear to be totally ignorant of the American character, there is no saying how far they may carry their "vigorous measures" if the Americans stand firm; and this they assuredly will. From what I know of the American character, I am confident they never will submit to the restrictions we have been imposing upon their trade for years; and, in particular, they never will submit to these orders in council. What! allow their ships to be forced into this country; searched, taxed, and licenced, before they proceed to France or her dependencies! They are truly bold politicians who have dared to suppose they would. It has been alleged, that the French government have forced us to adopt these measures by their blockading decrees; but those who make the allegation completely overlook the policy of France towards America; for no sooner were these blockading decrees issued, than the French government avowed, in the most distinct terms, that they had no reference whatever to the *trade between America and Britain*; and that the existing treaty between France and America should have full effect. They not only continued to act upon this principle up to the date of our orders in council, but they gave orders to Spain to release certain American vessels which were carried into that country in virtue of similar decrees, alleging that the Spanish government had misconceived their meaning. If further proof be wanted, it is only necessary to look at the rate of insurance on American and British vessels for twelve months back.

But whatever the French government intended to do before, it is very certain they will resort to most "vigorous measures" now; for they have already passed decrees, not only to set aside the effect of our orders in council, but they proceed a step farther, and declare, that if American vessels even suffer themselves to be searched by our ships of war, a measure which they cannot help, they will be *denationalized*, and liable to confiscation: so that, between the two contending nations, the American trade is brought into a more awkward situation than has ever been endured by any



neutral power. Our orders in council are the primary cause, and the remaining inquiry is, what is likely to be the consequence? Will the present ministry revoke them? No: they have vaunted so much about their energetic measures, that it would be folly to expect it. Will the American government submit to them? No: the independent spirit of the country forbids it. Will France and her dependencies acquiesce in them? No: Bonaparte does not possess a spirit sufficiently accommodating to warrant us in thinking they will. The most probable conjecture, therefore, is, that America will suspend her trade with Europe; throw herself upon the defensive, and in that posture remain till the fighting folks of Europe come to their senses. When that will be, God knows; but I am much afraid it will not be while the present administration remain in power. I attribute the accumulated distress which is pressing upon my country to the false policy which has been acted upon for many years past; and I am firmly persuaded that we shall never enjoy repose, nor prosperity, till her councils are swayed by men "who will do to others as they would be done by." This, it is my firm belief, the present ministry never will do; and, therefore, I sincerely hope that God, in mercy to mankind, will be pleased to remove them soon, and that he will substitute in their place men of uprightness and integrity, *who fear God and hate covetousness.*

I am, &c.

January 25, 1808.

J. M.

P. S. Jan. 27.—Since the foregoing letter was written, advice has been received, that what I anticipated has partly taken place. An embargo has been laid in America, and it is easy to see the disastrous consequences which must be the result. However, some of our *energetic* politicians here are talking very big about *reducing the Yankees to obedience.* No doubt, they anticipate that glorious sport will result from an American war; and to gratify them, perhaps their masters may carry matters to that extremity. If they do, I have yet one piece of news in store for them:



THE AMERICANS NEVER WILL MAKE PEACE UNTIL THE FREEDOM OF THE SEAS BE COMPLETELY AND UNEQUIVOCALLY RECOGNIZED AS A BASIS!

The above letter was sent to the editor of a periodical paper in the month of June following, accompanied by the subsequent remarks:

The foregoing letter was sent to a member of parliament in the month of January last, and a copy of it was intended to be sent to your *Review* at the same time; but other avocations retarded it for a few weeks, and, upon reflection, it was judged adviseable to decline the publication until the new system adopted towards America should fully develope itself.

I am now sorry to find that the most of my conjectures, unfavourable as they were, are short of the reality. I find, too, that they are corroborated by the opinions of men of the most extensive information and judgment:—Mr. Baring's very able pamphlet upon the orders in council, and Mr. Brougham's admirable speech upon the same subject, in summing up the evidence before the house of commons, are before the public, and ought to be read by every commercial man in these kingdoms.—Sanctioned by these, and by the evidence of facts, further reserve is unnecessary. We cannot stem the torrent, but we can endeavour to open the eyes of our countrymen to see the sacrifice which many of them are so loudly calling for; and we can prepare such of them as are open to conviction, for what will infallibly be the issue if the system is long persevered in.—*Necessity may compel the American government to encourage their own manufactures for the present; and if they be once established, justice to the manufacturers may call upon it to protect them. We run great risk of LOSING THE TRADE WITH THE UNITED STATES OF AMERICA FOR EVER.*



*Extracts from the Speech of Mr. Brougham before the House of Commons, April 1, 1808.*

SIR, until our orders in council were issued, it appears clearly, without any reasoning, to any one who looks at the subject, that there was no possibility whatever of Bonaparte putting his threats into execution.

You will find that in every quarter we have, by our orders in council, been crossing and striking in with the enemy's plans, and supplying those deficiencies in their orders, which they in vain attempted to make up. You will see, too, what the result has been; that the commerce of this once flourishing country is now brought down to a state lower than it ever was expected to reach, even by the most gloomy prophets, in the worst times of our history.

I hold in my hand a paper ordered to be printed on the 15th of March, and giving the value of imports from the United States, and exports thither, for the years 1805, 1806, and 1807. It appears from this document, that in 1806, the imports from America to Great Britain amounted to 4,360,743*l.* real value, and that the exports from Great Britain to the United States, in the same year, amounted to 12,865,551*l.*; and, by the average of those three years, we find the exports to the United States of America amount to upwards of twelve millions sterling, and the average of imports to upwards of four millions and a half; and as the disproportion is increasing, we may say in general, that this country now exports to America three times as much as she imports from thence.

I have just to ask the house this one question, are you willing to continue exporting to America twelve millions and a half of British produce and manufacture, or are you not? If you are, how are you to be paid for it? It is evident, that you only receive four millions direct from America; therefore there are no less than eight millions wanting, and America, we all know, can only pay you by trading with the continent. If you wish to cut up that



trade by the roots, you commit that old solecism of power, as my lord Bacon so well calls it; you wish to command the end, but you refuse to submit to the means. You desire to trade with the United States of America; but you desire, at the same time, to lop off their trade with the enemy, as you call it, which is, in other words, lopping off the very commerce which you carry on with your enemy, in spite of the war, and in spite of himself, by which you were getting eight millions sterling each year; by which you were enabled to continue a trading nation. You are destroying the only means by which America can pay that enormous amount to you. She must have the opportunity, not only of taking your goods, but of exporting her own, in order to pay you. She must not only export her own goods, she must also re-export yours with them, in order that you may still send them to your enemy, notwithstanding the hostilities you are engaged in; notwithstanding the decrees he is threatening your trade with. So stands the matter in argument, or, if you will, in theory; and I now invite this house to say, whether it is possible for them to conceive any thing more precise and conclusive than the evidence which has been adduced at your bar, to show that this is also the matter of fact, from the actual history of our trade with America.

Therefore, sir, I say, that in every point of view in which we can look at this new system of commercial regulation, we see but one effect, namely, that of ruining and cutting off, root and branch, the whole of our traffic with the United States of America, or, in other words, I may say, the whole of our foreign trade.

Sir, this short and summary view of the measure, even without the aid of the statement so satisfactorily set forth in the evidence before you, will, I trust, prove sufficiently decisive to entitle me to leave this branch of the argument without one further comment, and to affirm that I have completely demonstrated a proposition at first sight rather paradoxical: that England has, by her own measures, effectually, strictly, *vigorously*, countersigned the enemy's edict.



## No. III.

*Remarks on the SCOTTISH PEASANTRY.*

Extracted from Currie's edition of Burns' Works.

A SLIGHT acquaintance with the peasantry of Scotland will serve to convince an unprejudiced observer, that they possess a degree of intelligence not generally found among the same class of men in the other countries of Europe. In the very humblest condition of the Scottish peasants, every one can read, and most persons are more or less skilled in writing and arithmetic; and under the disguise of their uncouth appearance, and of their peculiar manners and dialect, a stranger will discover that they possess a curiosity, and have obtained a degree of information, corresponding to these acquirements.

These advantages they owe to the legal provision made by the parliament of Scotland in 1646, for the establishment of a school in every parish throughout the kingdom, for the express purpose of educating the poor; a law which may challenge comparison with any act of legislation to be found in the records of history, whether we consider the wisdom of the ends in view, the simplicity of the means employed, or the provisions made to render these means effectual to their purpose. This excellent statute was repealed on the accession of Charles II. in 1660, together with all the other laws passed during the commonwealth, as not being sanctioned by the royal assent. It slept during the reigns of Charles and James, but was re-enacted precisely in the same terms, by the Scottish parliament, after the Revolution in 1696; and this is the last provision on the subject. Its effects on the national character may be considered to have commenced about the period of the Union; and doubtless it co-operated with the peace and security arising from that happy event, in producing the extraordinary change



in favour of industry and good morals, which the character of the common people of Scotland has since undergone.

The church-establishment of Scotland happily coincides with the institution just mentioned, which may be called its school-establishment. The clergyman, being every where resident in his particular parish, becomes the natural patron and superintendant of the parish-school; and is enabled in various ways to promote the comfort of the teacher, and the proficiency of the scholars. The teacher himself is often a candidate for holy orders, who, during the long course of study and probation required in the Scottish church, renders the time which can be spared from his professional studies, useful to others as well as to himself, by assuming the respectable character of a schoolmaster. It is common for the established schools, even in the country parishes of Scotland, to enjoy the means of classical instruction; and many of the farmers, and some even of the cottagers, submit to much privation, that they may obtain, for one of their sons at least, the precarious advantage of a learned education. The difficulty to be surmounted arises, indeed, not from the expence of instructing their children, but from the charge of supporting them. In the country parish-schools, the English language, writing, and accounts, are generally taught at the rate of six shillings, and Latin at the rate of ten or twelve shillings, per annum. In the towns, the prices are somewhat higher.

It would be improper in this place to inquire minutely into the degree of instruction received at these seminaries, or to attempt any precise estimate of its effects, either on the individuals who are the subjects of this instruction, or on the community to which they belong. That it is on the whole favourable to industry and morals, though doubtless with some individual exceptions, seems to be proved by the most striking and decisive appearance; and it is equally clear that it is the cause of that spirit of emigration and of adventure so prevalent among the Scots. Knowledge has, by Lord Verulam, been denominated power; by others it has, with less propriety, been denominated virtue or happiness: we may with confidence consider it as motion. A human being, in proportion



as he is informed, has his wishes enlarged, as well as the means of gratifying those wishes. He may be considered as taking within the sphere of his vision a large portion of the globe on which we tread, and discovering advantage at a greater distance on its surface. His desires or ambition, once excited, are stimulated by his imagination, and distant and uncertain objects, giving freer scope to the operation of this faculty, often acquire in the mind of the youthful adventurer, an attraction from their very distance and uncertainty. If, therefore, a greater degree of instruction be given to the peasantry of a country comparatively poor, in the neighbourhood of other countries rich in natural and acquired advantages; and if the barriers be removed that kept them separate; emigration from the former to the latter will take place to a certain extent, by laws nearly as uniform as those by which heat diffuses itself among surrounding bodies, or water finds its level when left to its natural course. By the articles of the Union, the barrier was broken down which divided the two British nations, and knowledge and poverty poured the adventurous natives of the north over the fertile plains of England, and, more especially, over the colonies which she had settled in the east and in the west. The stream of population continues to flow from the north to the south; for the causes that originally impelled it continue to operate; and the richer country is constantly invigorated by the accession of an informed and hardy race of men, educated in poverty, and prepared for hardship and danger, patient of labour, and prodigal of life.

The preachers of the reformation in Scotland were disciples of Calvin, and brought with them the temper as well as the tenets of that celebrated heresiarch. The presbyterian form of worship and of church government was endeared to the people, from its being established by themselves. It was endeared to them, also, by the struggle it had to maintain with the Catholic and the Protestant episcopal churches, over both of which, after a hundred years of fierce, and sometimes bloody contention, it finally triumphed, receiving the countenance of government, and the sanction of law. During this long period of contention and of suffering, the temper



of the people became more and more obstinate and bigoted; and the nation received that deep tinge of fanaticism, which coloured their public transactions as well as their private virtues, and of which evident traces may be found in our own times. When the public schools were established, the instruction communicated in them partook of the religious character of the people. The Catechism of the Westminster Divines was the universal school-book, and was put into the hands of the young peasant as soon as he had acquired a knowledge of his alphabet; and his first exercise in the art of reading introduced him to the most mysterious doctrines of the Christian faith. This practice is continued in our own times. After the Assembly's Catechism, the Proverbs of Solomon and the New and Old Testament follow in regular succession; and the scholar departs, gifted with the knowledge of the sacred writings, and receiving their doctrines according to the interpretation of the Westminster Confession of Faith. Thus, with the instruction of infancy in the schools of Scotland, are blended the dogmas of the national church; and hence the first and most constant exercise of ingenuity among the peasantry of Scotland is displayed in religious disputation. With a strong attachment to the national creed is conjoined a bigoted preference of certain forms of worship; the source of which would be often altogether obscure, if we did not recollect that the ceremonies of the Scottish church were framed in direct opposition, in every point, to those of the church of Rome.

The information and the religious education of the peasantry of Scotland promote sedateness of conduct, and habits of thought and reflection.—These good qualities are not counteracted by the establishment of poor-laws, which, while they reflect credit on the benevolence, detract from the wisdom of the English legislature.

Happily, in Scotland, the same legislature which established a system of instruction for the poor, resisted the introduction of a legal provision for the support of poverty; the establishment of the first, and the rejection of the last, were equally favorable to industry and good morals; and hence it will not appear surprising,



if the Scottish peasantry have a more than usual share of prudence and reflection, if they approach nearer than persons of their order usually do to the definition of a man, that of "a being that looks before and after." These observations must, indeed, be taken with many exceptions: the favorable operation of the causes just mentioned is counteracted by others of an opposite tendency; and the subject, if fully examined, would lead to discussions of great extent.

When the reformation was established in Scotland, instrumental music was banished from the churches, as savouring too much of "profane minstrelsy." Instead of being regulated by an instrument, the voices of the congregation are led and directed by a person under the name of a precentor, and the people are all expected to join in the tune which he chooses for the psalm which is to be sung. Church-music is therefore a part of the education of the peasantry of Scotland, in which they are usually instructed in the long winter nights by the parish school-master, who is generally the precentor, or by itinerant teachers more celebrated for their powers of voice. This branch of education had, in the last reign, fallen into some neglect, but was revived about thirty or forty years ago, when the music itself was reformed and improved.

That dancing should also be very generally a part of the education of the Scottish peasantry will surprise those who have only seen this description of men; and still more those who reflect on the rigid spirit of Calvinism, with which the nation is so deeply affected, and to which this recreation is strongly abhorrent. The winter is also the season when they acquire dancing, and indeed almost all their other instruction. They are taught to dance by persons generally of their own number, many of whom work at daily labour during the summer months. The school is usually a barn, and the arena for the performers is generally a clay floor. The dome is lighted by candles stuck in one end of a cloven stick, the other end of which is thrust into the wall. Reels, strathspeys, country-dances, and hornpipes are here practised. The jig, so much in favour among the English peasantry, has no place among them.



The attachment of the people of Scotland of every rank, and particularly of the peasantry, to this amusement, is very great. After the labours of the day are over, young men and women walk many miles, in the cold and dreary nights of winter, to these country dancing-schools; and the instant that the violin sounds a Scottish air, fatigue seems to vanish, the toil-bent rustic becomes erect, his features brighten with sympathy; every nerve seems to thrill with sensation, and every artery to vibrate with life. These rustic performers are indeed less to be admired for grace, than for agility and animation, and their accurate observance of time. Their modes of dancing, as well as their tunes, are common to every rank in Scotland, and are now generally known. In our own day they have penetrated into England, and have established themselves even in the circle of royalty. In another generation they will be naturalized in every part of the island.

The prevalence of this taste, or rather passion for dancing, among a people so deeply tinctured with the spirit and doctrines of Calvin, is one of those contradictions which the philosophic observer so often finds in national character and manners. It is probably to be ascribed to the Scottish music, which, through all its varieties, is so full of sensibility, and which, in its livelier strains, awakes those vivid emotions that find in dancing their natural solace and relief.

This triumph of the music of Scotland over the spirit of the established religion, has not, however, been obtained without long-continued and obstinate struggles. The numerous sectaries who dissent from the establishment, on account of the relaxation which they perceive, or think they perceive, in the church, from her original doctrines and discipline, universally condemn the practice of dancing, and the schools where it is taught; and the more elderly and serious part of the people, of every persuasion, tolerate rather than approve these meetings of the young of both sexes, where dancing is practised to their spirit-stirring music, where care is dispelled, toil is forgotten, and prudence itself is sometimes lulled to sleep.



The reformation, which proved fatal to the rise of the other fine arts in Scotland, probably impeded, but could not obstruct, the progress of its music; a circumstance that will convince the impartial inquirer, that this music not only existed previously to that æra, but had taken a firm hold of the nation; thus affording a proof of its antiquity stronger than any produced by the researches of our antiquaries.

The impression which the Scottish music has made on the people, is deepened by its union with the national songs, of which various collections, of unequal merit, are before the public. These songs, like those of other nations, are many of them humorous, but they chiefly treat of love, war, and drinking. Love is the subject of the greater proportion. Without displaying the higher powers of the imagination, they exhibit a perfect knowledge of the human heart, and breathe a spirit of affection, and sometimes of delicate and romantic tenderness, not to be surpassed in modern poetry, and which the more polished strains of antiquity have seldom possessed.

There is now a legal provision for parochial schools, or rather for a school in each of the different townships into which the country is divided, in several of the northern states of North America. They are, however, of recent origin there, excepting in New England, where they were established in the last century, probably about the same time as in Scotland, and by the same religious sect. This is also the case in certain districts in England, particularly in the northern parts of Yorkshire and of Lancashire, and in the counties of Westmoreland and Cumberland.

A law, providing for the instruction of the poor, was passed by the parliament of Ireland; but the fund was diverted from its purpose, and the measure was entirely frustrated. *Proh pudor\*!*

\* “With what execration should the statesman be loaded” who could frustrate a measure so beneficial to society! If the statesman who neglects to provide the means of instruction be culpable, what are we to think of those who are opposed to the instruction of the mass of the people altogether?



The similarity of character between the Scots and the people of New England can scarcely be overlooked. That it arises in a great measure from the similarity of their institutions for instruction, cannot be questioned. It is no doubt increased by physical causes. With a superior degree of instruction, each of these nations possesses a country that may be said to be sterile, in the neighbourhood of countries comparatively rich. Hence emigrations and other effects on conduct and character which such circumstances naturally produce. This subject is in a high degree curious. The points of dissimilarity between these nations might be traced to their causes also, and the whole investigation would perhaps admit of an approach to certainty in our conclusions, to which such inquiries seldom lead. How much superior in morals, in intellect, and in happiness, the peasantry of those parts of England are, who have opportunities of instruction, to the same class in other situations, those who inquire into the subject will speedily discover. The peasantry of Westmoreland, and of the other districts mentioned above, if their physical and moral qualities be taken together, are, in the opinion of the editor, superior to the peasantry of any part of the island\*.

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From the foregoing account of the parish establishment of Scotland, it will readily be perceived that the Scottish peasantry are placed under circumstances peculiarly favourable to the dissemination of knowledge among them. As they receive an early education, they are generally intelligent, and have a taste for reading, but, being mostly in poor circumstances, books, to a great extent, are not within their reach. To provide for the general dissemination of knowledge, by books, it occurred to me, that an ex-

\*A bill was brought into the British parliament, by Mr. Whitbread, in 1808, to make provision for the education of the people of England. It was opposed by the whole tory and court influence of the country, including even Mr. Wyndham; a pretended whig.



cellent plan would be to adopt a system of PUBLIC LIBRARIES, one to be established in each parish.

I communicated this idea to a friend in the beginning of the year 1804. He concurred with me in opinion; and, with a view of trying its practicability, we digested the plan of a library to be established in the city of Glasgow, upon such principles that it might, with some modifications, be adopted throughout that, or any other country. The greatest difficulty we had to encounter, in putting this plan in execution, was in the attempt to make the property entirely public, and to introduce a principle by which every member of the community, in all time coming, might avail themselves of the use of the library on the same terms as the original subscribers. We made many attempts, but could not get a single individual to join us, and the plan was likely to be abandoned, when it occurred to my friend, who was a little eccentric, *that we could establish the library ourselves.* This idea was adopted. We drew up and signed the regulations; paid our entry-money and annual contribution, and with the amount purchased *Paley's Natural Theology*, and *Lord Lauderdale's Essay on Public Wealth*, which laid the foundation of the library. My friend took the office of librarian, and I held all the other offices. We held regular meetings, and had much intellectual pleasure in superintending *our infant* institution. The circumstance developed a new fact in the history of literature, namely, that two members were sufficient to form a library. In the course of a few weeks, we were joined by two or three more, and the funds they contributed were immediately laid out in the purchase of popular books, which enabled us to gratify our new subscribers as fast as they joined us. By the month of December, the subscribers amounted to 34, and there were 40 volumes in the library. A general meeting was then held, and the library was formally instituted on the 10th of that month. Another meeting was held on the 3d of January, 1805, when office-bearers were elected, and the institution has since prospered in a very eminent degree. Its progress for the first four years is exhibited in the following table.



Since the year 1808, its progress has been more rapid; it now contains nearly 5000 volumes of choice books, and promises to become one of the most extensive libraries in the British islands.

*It is worthy of remark, that party politics were never known in the institution.*

*Table of the Rise and Progress of* THE GLASGOW PUBLIC LIBRARY.

|       |          | <i>No. of Subscribers.</i> | <i>No. of vols.</i> |
|-------|----------|----------------------------|---------------------|
| 1804. | July 2   | 2                          | 2                   |
|       | Dec. 10  | 34                         | 40                  |
| 1805. | Jan. 3   | 54                         | 53                  |
|       | April 1  | 72                         | 169                 |
|       | July 1   | 126                        | 345                 |
|       | Oct. 1   | 145                        | 439                 |
| 1806. | Jan. 1   | 163                        | 487                 |
|       | April 1  | 173                        | 745                 |
|       | July 1   | 199                        | 782                 |
|       | Oct. 1   | 210                        | 808                 |
| 1807. | Jan. 1   | 240                        | 945                 |
|       | April 1  | 259                        | 1086                |
|       | July 1   | 275                        | 1105                |
|       | Oct. 1   | 289                        | 1157                |
| 1808. | Jan. 1   | 313                        | 1261                |
|       | April 1  | 317                        | 1453                |
|       | July 1   | 332                        | 1476                |
|       | Sept. 16 | 339                        | 1502                |

Since I left the country, the library has been incorporated, on which occasion the articles were somewhat modified, and are not now sufficiently expressive of the original principles of the institution, in consequence of which I have inserted the words in *italics*, in the following abstract of the modified copy.



*Regulations of the Glasgow Public Library, instituted December, 1804.*

*“ The attainment of man’s true rank in the creation, and his present and future happiness, individual as well as public, depend on the cultivation and proper direction of the human faculties.”*

To provide the means of diffusing literature and knowledge, is an object of the greatest importance to society, *and claims the attention of every friend to mankind.*

For this purpose, it has been judged a matter of great utility, to establish and to keep up in all time coming, a PUBLIC LIBRARY IN THE CITY OF GLASGOW, which shall be open, under proper regulations, to all inclined to take the benefit of it, upon paying a small sum annually, towards its support and increase.

For establishing such a library, the members agree upon the following

### REGULATIONS.

I. Each subscriber, upon his admission, shall pay to the treasurer for the time, twelve shillings of entry-money ; *and the object being the general dissemination of knowledge, the entry-money shall never be raised.*

II. Each member shall pay an annual contribution of ten shillings and six-pence. Those who enter betwixt the first of January and the first of April, shall pay a full year’s contribution ; those who enter betwixt the first of April and the first of October, a half year’s contribution ; and those who enter betwixt the first of October and the first of January, shall be free till January. The annual contribution shall be paid on or before the second Wednesday of January yearly, and those, who fail to do so, shall not have any right to the use of the library till it is paid. Such members as may be under the necessity of leaving the place, shall, on their return, be entitled to the use of the library, on paying the annual contribution for the year then current, and exigible from those



members. Should any person who has been a member for five years, become unable to pay the annual contribution, he will be entitled to the use of the library gratis. The curators for the time will be judges of such claims.

III. *Such as wish at any time to become members of this institution, shall pay the entry-money and annual contribution, in terms of the foregoing article, to the treasurer, who will give a receipt, and, upon producing it to the librarian, he is empowered to add his name to the list of subscribers, and admit him a member accordingly.* The right of a member to the use of the library may be transferred to any other person, upon such member sending a letter to that effect to the treasurer, and the person, to whom the transfer is made, paying two shillings and six-pence in name of entry-money.

IV. The funds to be raised in virtue of this institution, shall, after defraying the necessary expences, be applied in purchasing books of approved merit only. Of these a judgment will be formed by a majority of the members, at each general meeting. But no purchase shall, at any time, be made, to a greater extent than the funds in hand are sufficient to pay.

V. The property of the library shall be, and the same is hereby vested in the members IN TRUST, for the purposes of the institution, the title whereof shall be, "THE GLASGOW PUBLIC LIBRARY, INSTITUTED IN THE YEAR 1804."

VI. There shall be four general meetings annually, viz. on the first Wednesday of January, the first Wednesday of April, the first Wednesday of July, and the first Wednesday of October. Intimation of the place and hour of such meetings, shall be sent to each member by the secretary or librarian, three days before the meetings take place. Extraordinary general meetings upon special affairs may, in like manner, at any time be called by the curators, who shall also be obliged to call such meetings within eight days after a written request to that effect is made to them, by any 12 of the members.



VII. The management of this institution shall be vested in a committee, consisting of nine curators, a treasurer, secretary, and librarian ; of whom four shall, at all times, be a quorum. The election shall take place at the general meeting, on the first Wednesday of January, yearly, by a majority of the members then assembled. The three curators who are then at the head of the list, shall go out of office, and three others shall be elected in their place, and added, in the order of their election, to the foot of the list. The presiding curator shall put the question, which of the members shall be first elected one of the three curators ; and from the person so elected, he shall, either in presence of the meeting, or at the first subsequent meeting of the curators, take a solemn promise, that he will discharge the duties of his office with fidelity. And in like manner the election of the second and third curators, and of the treasurer, secretary, and librarian shall be conducted. When a vacancy occurs in the curacy, it shall be filled up by the members at the next general meeting, and the person or persons so elected, shall, in the order of their election, be added to the foot of the list of curators. The offices of treasurer and secretary, may be vested in one or two persons, as the meeting may think proper, who, with the librarian, may be continued at pleasure. At all meetings, the first curator shall be preses ; in his absence, the next curator, and so on to the last ; in the absence of all the curators, the treasurer ; and in his absence, the eldest member present.

VIII. The treasurer shall have the management of the society's funds, and the secretary of the minutes and correspondence, and both offices shall be purely honorary. The librarian, who is also under secretary, shall have the management of the books of the library, subject to the rules made, or to be made, by the members for its government, and may or may not have a salary, as circumstances shall direct.

IX. A meeting of the committee shall be held on the Wednesday previous to each general meeting, when the treasurer shall lay a state of his transactions before them, for the purpose of being au-



dited and settled, and the balance in his hands ascertained. They will then inform themselves of the state of the library, and make out a report thereon, to be laid before the general meeting, together with a list of such books as they would recommend for the use of the library. And the better to enable them to prepare such list, every member is invited to lodge with the librarian, before the committee meetings take place, a memorandum of such books, not exceeding five in number, as meet his approbation. The committee shall also cause a list of the members to be made up eight days previous to the general meeting, on the first Wednesday of January, yearly, which list shall be entered in a book kept for the purpose, signed by the secretary, and shall, if required, be produced at every general meeting. To that list shall be added the names of those who, during the year, have become members of the institution, and from it the names of those who die, resign, or forfeit their right, shall be delated.

The first curator and secretary shall have power to call a meeting of the committee, as often as they may think necessary, of which the secretary shall give proper notice to all the members, the day before such meetings take place: and it shall be incumbent on every member to attend, or to send a written excuse to the satisfaction of the meeting. But if any member neglect to attend, or to send an excuse for two successive meetings, he shall be held as having resigned his office.

X. At each quarterly general meeting, a report of the proceedings of the committee shall be laid before the members for their consideration. The list of books previously prepared by the committee, shall also be laid before them, from which they shall make a selection, with any additions they may judge proper, and give orders to the treasurer which to purchase accordingly.

XI. A majority of two-thirds of the subscribers, at any general meeting assembled, may apply to the crown for a charter of incorporation, or to the provost, magistrates, and town-council of the city of Glasgow, for a seal of cause, in confirmation of these regulations.



The society reserve the power of adding to, altering, or amending these regulations. But no such additions, alterations, or amendments shall be made, unless a specific motion in writing is made, seconded, and entered upon the minutes, at a general meeting of the society. And, in order to allow the members time to deliberate on the propriety of such additions, alterations, or amendments, thus made and seconded, the consideration thereof shall not be resumed until the quarterly meeting, occurring three months thereafter, and if approved of by two-thirds of the members present at such quarterly meeting, the same shall thenceforward become a law of the society. *But it is declared that no law shall ever be passed to dissolve the society, or to prevent the public at large from participating in its advantages, by raising the entry-money.*

### RULES FOR THE LIBRARIAN.

I. The librarian shall keep the key of the library, and have the custody of the books, for which he shall be accountable. When he enters on his charge, he shall receive an exact catalogue of the books, subscribed by the treasurer and five of the curators, which shall lie in the library ; and a copy of this catalogue, subscribed by the librarian, with an acknowledgment of his having received the books therein, shall be lodged with the treasurer.

II. Each subscriber shall be entitled to receive from the librarian, and have in his possession at one time, only, one volume of folio, or of quarto ; or two volumes in any one book of octavo and under ; but when any book consists of one volume, he shall be entitled to that volume only.

III. Books in folio may be kept out of the library six weeks at a time ; in quarto, four weeks ; in octavo and under, two weeks. A single number of any book, review, or magazine, four days only.

IV. If any subscriber detain a book beyond the time specified, he must pay a fine of three-pence for every week the book is so de-



tained, and for a less time in proportion; and he can have no other book from the library, till the former be returned, and the fine paid.

V. If any subscriber shall lend, or suffer to be lent out of his house or family, any book or pamphlet belonging to the library, he shall forfeit two shillings and six-pence for the first offence; five shillings for the second; and if guilty of a third, he shall forfeit all right to the library.

VI. If a subscriber lose a book, he must pay the value of it; or if a volume of a set be lost, that set must be taken and paid for. If any book be injured beyond what may be reasonably allowed for the using, it must be laid before the committee for their determination, and the injury be paid for to their satisfaction.

VII. The librarian must take a receipt, in a book to be kept for the purpose, for every book lent out; but should it be inconvenient for any subscriber to attend in person, for the purpose of granting such receipt, he must send a line to the librarian, who will, in that case, be authorized to subscribe for him.

VIII. The librarian must lend out the books to the subscribers in the order of their application. A subscriber, after keeping a book the time specified, may take it out anew, provided no other subscriber has applied for it in the interim.

*List of Books in the Glasgow Public Library, on the 1st of January, 1805.*

Belsham's Memoirs of George III.

Burns' Works, with Supplement.

Campbell's Philosophy of Rhetoric.

Campbell's Version of the Four Gospels.

Cavallo's Natural Philosophy.

Chatham's Letters to his Nephew.

Darwin's Botanic Garden.

\* Edinburgh Review.

Fergusson's History of Rome.



- Ferguson's Poems.  
 Fielding's Works.  
 Flowers of Literature, for 1801.  
 Franklin's Works.  
 Gibbon's Decline and Fall of the Roman Empire.  
 Gillies' History of Greece.  
 \* Godwin's Political Justice.  
 Goldsmith's Works.  
 ——— Essays.  
 Hamilton (Miss) on Education.  
 Holcroft's Travels, abridged.  
 Hume's History of England.  
 Junius' Letters.  
 Kaimes' Art of Thinking.  
 Lauderdale on Public Wealth.  
 \* Locke on the Human Understanding.  
 Mavor's British Tourist.  
 M'Kenzie's Voyage and Travels.  
 \* Monthly Magazine.  
 Moore's Travels in France and Italy.  
 ——— Zelucco.  
 ——— Edward.  
 Paley's Natural Theology.  
 Park's Travels in Africa.  
 Pindar's Works.  
 Public Characters.  
 Ramsay's Poems.  
 Raynal's History of British America.  
 ——— of the East and West Indies.  
 Robertson's Works.  
 Shakspeare's Works.  
 Smith's Wealth of Nations.  
 ——— Theory of Moral Sentiments.  
 Smollett's Works.  
 Staunton's Embassy to China.



Stewart's Elements of the Philosophy of the Human Mind.

Sully's Memoirs.

Thomson's Chemistry.

Tytler's Elements of History.

Volney's Travels in America.

Voltaire's History of Peter the Great of Russia.

————— of Louis XV.

\* Wallace; or, the Vale of Ellerslie, a Poem.

Zimmerman on Solitude.

*Those marked thus \*, are donations.*

*Note.*—The Monthly Magazine is received on the 4th of each month, and the Edinburgh Review on the 24th of January, April, July, and October. The subscribers are entitled to receive one of the numbers at a time, over and above the books allowed by the regulations. The librarian will give them out in the order of application, and they must on no account be kept beyond four days.

When I was in Edinburgh, in the month of January, 1809, I inserted an account of the institution in the Scots Magazine, preparatory to recommending the plan for parish libraries in that work. My subsequent operations have defeated that intention, in consequence of which, I have introduced the subject here; and the plan being founded on the principles of equality, and having answered well in practice, I have no hesitation in strongly recommending it to those who may be concerned in establishing PUBLIC LIBRARIES.



## No. IV.

*Essay on the Trade between Britain and America.*

For the Aurora.

THE inhabitants of Great Britain and the United States of America are so allied by consanguinity, by language, by their mutual wants, and by their ability to serve each other, that a commercial intercourse between them is of more importance than between any other two nations in the world. Circumstances of a very extraordinary nature have occurred to interrupt this commerce, and matters have of late assumed such a serious appearance, that very gloomy apprehensions begin to be entertained that it may be entirely cut off. The great importance of the subject may be deduced, from the manner in which it has engrossed the attention of all ranks of the community, in both countries; and, as might be expected, very many erroneous speculations are afloat upon it. In particular the *primary* cause of the interruption has been studiously kept from the public view, while other causes have been alleged which have no existence in fact, and many writers on both sides of the question, have not scrupled to affirm that the trade between the two countries is of little importance. I shall in this communication take a summary glance of the nature of this commerce, making such deductions as I think the subject warrants; and I shall assign a reason for the interruption, which I believe to be correct.

I shall assume as a data that the exports from Great Britain to America have of late amounted annually to about 12 millions sterling, or about 53 millions of dollars; and that the returns in American produce have amounted to about five millions sterling, or about 22 millions of dollars. The balance was paid to Britain by bills of exchange arising from the trade between America and



the continent of Europe ; and the greater part of the carrying trade has been in American vessels.

Now, the exports from Britain to America have consisted principally of manufactures, which that ingenious and industrious people have brought to great perfection, and can, in general, furnish on better terms than any other nation in the world. This arises from the manner in which the manufactures are organized. Particular branches have been brought to maturity in particular districts of country best calculated for carrying them on ; thus—cotton manufactures in Manchester, Glasgow, Paisley, &c. linen manufactures in Ireland, and different parts of Scotland ; woollens in Leeds, Bury, Shrewsbury, &c. hardware in Birmingham, cutlery in Sheffield, hosiery in Nottingham, Leicester, &c. &c. The necessary divisions and sub-divisions of labour have taken place. The labourers are possessed of a patient industry and a frugal economy which cannot be surpassed. A great portion of the labour is performed by machinery, more especially since the successful introduction of the steam engine ; so that all the articles above enumerated, and many others that might be mentioned, can, notwithstanding the press of taxation, arising from the dissipation of the court, be furnished in Britain on better terms than in any other nation whatever. Now, it is surely the interest of the *people* of Britain to dispose of as many of these manufactures as possible. They cannot get a better market than the United States.

It is the interest of the people of the United States to receive them, so long as they can apply their industry to better advantage in clearing and cultivating their lands, and in applying to other branches of internal policy.

Again, the returns that are made to Britain are mutually advantageous. They clear the hands of the growers of produce here of their surplus articles, at fair prices ; and furnish a supply of raw materials for the manufactures, and of food for the manufacturers ; of timber for buildings and machinery, of ashes for



their bleachfields; to say nothing of many other articles of utility, convenience, and luxury.

As to the carrying part, it has been mostly in American vessels, and it is mutually advantageous that it should be so, for this very plain reason, that it can be done at the cheapest rate. Britain being kept in a state of eternal warfare, her shipping is of course subjected to considerable sea-risk, and a consequent increase of freight and insurance, which American shipping is exempted from, and it follows that the cheapest will be preferred. Just so will commerce always regulate itself, if left to its own operation; and the greatest service that governments can render it is "to let it alone." I believe it may be safely affirmed, that, by being carried in American vessels during the war, American produce will go to the British market from 10 to 12 per cent. cheaper, and British manufactures will be carried to America from 8 to 10 per cent. cheaper than in British vessels. This is, of course, a great saving to the *inhabitants* of *both* countries; and I wish to state this explicitly, because that class of men in Britain, who call themselves "*the shipping interest*," have made a terrible yelping and noise about it; but why, in the name of common sense, should *their interest*, or the interest of any particular class be set up in opposition to the interest of a nation?

From this short review it is evident, that the trade between the two countries has been *mutually* advantageous. To the inhabitants of America it is *useful* and *convenient*; to those of Britain it is *essentially necessary*: it cannot be the wish of either *people* to stop it; reason, and common sense, and *self-interest* forbid it. Whence then does the interruption arise? [*Here a number of the reasons which have been assigned are noticed, and it is then stated.*] The true cause is to be found in THE HOSTILITY OF THE COURT OF BRITAIN. They have never forgiven America for asserting her independence.—They have considered the Americans as a divided people; and they have thought that by persevering in a course of steady hostility, the country would fall an easy prey.



[After a number of speculations on the probable changes that might take place, notice is taken of the dawn of hope held out by the probability of a *regency and whig ministry* being appointed in Britain. The probable steps they would pursue are glanced at, and the consequences to America summed up thus.]—Our trade would flourish; our good will towards each other, and towards our British brethren, would encrease; party distinctions would be done away; political names would be no longer applied as terms of reproach: WE WOULD BE ALL FEDERALISTS—WE WOULD BE ALL REPUBLICANS.

### END OF VOLUME I.



















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Melish, John,

Travels in the United States of America in the years 1806 & 1807, and 1809,  
1810 & 1811 including an account of passages betwixt Amserica and Britain,  
and travels through various parts of Great Britain, Ireland and Upper  
Canada ; illustrated by eight maps

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